



No. 35
30 AUGUST 2003



UNITED STATES OF AMERICA

NOTICE TO MARINERS



Published Weekly by the
National Imagery and Mapping Agency

Prepared Jointly with the
National Ocean Service and U.S. Coast Guard

Contents

Section I

| | |
|---|-------|
| Chart Corrections | I-1.1 |
| Chartlets / Depth Tabulations / Notes | I-2.1 |
| Charts Affected by Notice to Mariners | I-3.1 |

Section II

| | |
|--|--------|
| NIMA Hydrographic Products Catalog Corrections | II-1.1 |
| Navigation Publications Corrections | II-2.1 |
| USCG Light List Corrections / Radiobeacon Corrections..... | II-3.1 |
| NIMA List of Lights / Radiobeacon / DGPS Corrections | II-4.1 |
| Publications Affected by Notice to Mariners..... | II-5.1 |

Section III

| | |
|--|---------|
| Broadcast Warnings / MARAD Advisories / Special Warnings | III-1.1 |
| Marine Information | III-2.1 |

Visit the Maritime Safety Information Division website at
<http://pollux.nss.nima.mil/>



NSN 7642015018958
NIMA REF.NO. NMXXX0335

IMPORTANT INFORMATION

The Notice to Mariners is published by the National Imagery and Mapping Agency (NIMA), under the authority of Department of Defense Directive 5105.40, to advise mariners of important matters affecting navigational safety, including new hydrographic discoveries, changes in channels and navigational aids, etc. (U.S. Code Title 10, Sec. 442 and Title 44, Sec. 1336 refer). Nothing in the arrangement of information implies endorsement or acceptance by NIMA in matters affecting the status and boundaries of States and territories. The Notice to Mariners presents corrective information affecting charts, NIMA Hydrographic Products Catalog, Coast Pilots, Sailing Directions, Fleet Guides, USCG Light Lists, NIMA List of Lights, Radio Navigational Aids and other products produced by the National Imagery and Mapping Agency, National Ocean Service and U.S. Coast Guard.

Information for the Notice to Mariners is contributed by the following Agencies: National Imagery and Mapping Agency (NIMA) (Department of Defense) for waters outside the territorial limits of the United States; National Ocean Service (NOS) (Department of Commerce), which is charged with the surveys and charting of the coasts and harbors of the United States and its territories; the U.S. Coast Guard (USCG) (Department of Homeland Security), which is responsible for the safety of life at sea and the establishment and operation of aids to navigation; and the U.S. Army Corps of Engineers (Department of Defense), which is charged with the improvement of rivers and harbors of the United States. In addition, important contributions are made by foreign hydrographic offices and cooperating observers of all nationalities.

For further information concerning NIMA hydrographic products and services, including the Maritime Safety Information Website, users may contact:

| <u>Name</u> | <u>Telephone</u> | <u>DSN</u> | <u>FAX</u> |
|---|------------------|------------|--------------|
| Maritime Safety Information Division | 301-227-5006 | 287-5006 | 301-227-5745 |
| World-Wide Navigational Warning Service | 301-227-3147 | 287-3147 | 301-227-3731 |
| Fleet Liaison Officer | 301-227-3120 | 287-3120 | 301-227-4211 |
| Maritime Safety Information Website | 301-227-3296 | 287-3296 | 301-227-4211 |
| Notice to Mariners: Regions 1 and 2 | 301-227-3122 | 287-3122 | 301-227-3175 |
| Notice to Mariners: Regions 3, 4, 5 | 301-227-3146 | 287-3146 | 301-227-3175 |
| Notice to Mariners: Regions 6 thru 9 | 301-227-3146 | 287-3146 | 301-227-3175 |
| Sailing Directions, Fleet Guides | 301-227-3183 | 287-3183 | 301-227-3174 |
| Navigation Science Publications | 301-227-3120 | 287-3120 | 301-227-3731 |
| Distribution Issues | 301-227-7652 | 287-7652 | 301-227-4211 |

The Maritime Safety Information Website can be accessed directly at (<http://pollux.nss.nima.mil>). For your convenience NIMA provides three e-mail addresses. For information affecting Notice to Mariners use NavNotices@nima.mil, for information affecting Sailing Directions and all other navigational publications use SDPUBS@nima.mil, for information concerning the Maritime Safety Information Website, use webmaster_nss@nima.mil.

Mariners are requested to notify NIMA of discrepancies in charts and publications, using the Marine Information Report and Suggestion Sheet at the back of this Notice to Mariners. This form should also be used to report permanent changes, additions, or deletions from charted or published information. Reports which constitute an immediate hazard to navigation should be sent to the nearest NAVAREA Coordinator via coast radio stations. All reports are greatly appreciated. Marine Information Report and Suggestion sheets received during the past week were submitted by the following observers:

| <u>Observer</u> | <u>Ship/Organization</u> |
|--------------------------------|--------------------------|
| John Sitka III, Second Officer | USNS LOYAL |

Cover Photo: The **USS KEARSARGE (LHD-3)** is the third in a series of seven *WASP* class multipurpose amphibious assault ships built by Ingalls Shipbuilding in Pascagoula, MS. **KEARSARGE** is the fourth ship to bear this name, with an historical lineage that dates back to the Civil War. Hers is one of only two names that Congress has mandated the US Navy will always have a ship named. Her principal mission is to embark, deploy, land and support a Marine landing force. The ship is specifically designed to accommodate Air Cushion Landing Craft (LCAC) for fast troop movement over the beach, and AV-8B Harrier aircraft to provide close-in air support for the assault force. **KEARSARGE** can also carry as many as 26 Navy/USMC helicopters for troop movement, air support and Search and Rescue Operations. The ship's extensive medical facilities include six fully-equipped operating rooms and a 600-bed hospital for combat support, as well as for humanitarian missions during peacetime. Commissioned 16 October 1993, the **KEARSARGE** is 844 feet in length, has a beam of 110 feet, a draft of 28 feet and can accommodate a crew of 1,009 sailors and 73 officers. During her recent deployment in support of Operation Enduring/Iraqi Freedom, the **KEARSARGE** served as the flagship for Commander, Amphibious Task Force EAST, and carried more than 1,700 Marines from the Second Marine Expeditionary Brigade to the Northern Arabian Gulf. The homeport of the **KEARSARGE** is Norfolk, Virginia.

INFORMATION
OF
SPECIAL INTEREST
OR
IMPORTANCE
TO
MARINERS

NM 35/03

HYDROGRAM

**National Imagery and Mapping Agency
Bethesda, MD 20816-5003**

SPECIAL
ANNOUNCEMENTS

NEW PRODUCTS
OR SERVICES

IMPORTANT
CHANGES

30 August 2003

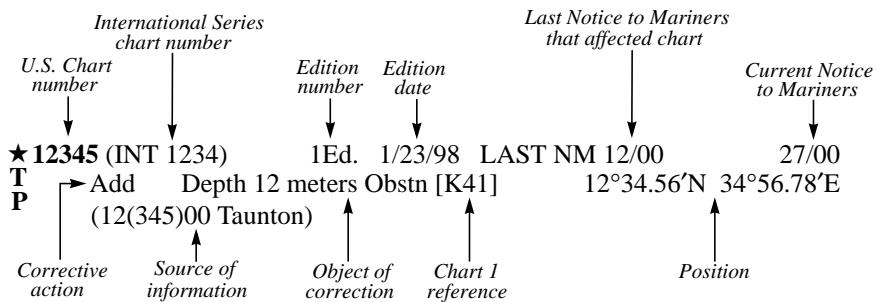
DISCONTINUANCE OF 121.5 AND 243 MHZ FOR SATELLITE DISTRESS ALERTS TO BEGIN

THE INTERNATIONAL COSPAS-SARSAT PROGRAM HAS ANNOUNCED PLANS TO TERMINATE SATELLITE PROCESSING OF DISTRESS SIGNALS FROM 121.5 AND 243 MHZ EMERGENCY BEACONS. SEE SECTION III

EXPLANATION OF CONTENTS

The Notice to Mariners contains corrective information affecting nautical charts, the NIMA Hydrographic Products Catalog, Coast Pilots, Sailing Directions, Fleet Guides, USCG Light Lists, NIMA List of Lights, Radio Navigational Aids and other related nautical publications. The information contained in these corrections is important to safe navigation. It is the user's responsibility to decide which of their charts and publications require correction. Consult the U.S. Coast Guard Local Notice to Mariners for information pertaining to waterways within the United States that are not normally used by oceangoing vessels. Because of the sometimes transitory nature of aids to navigation, depths and port information, local area sources should be consulted whenever possible. This publication is not required to be maintained intact. Portions may be separated for correction or attachment to an affected product. The Notice to Mariners is divided into the following sections:

Section I-1 contains corrections to nautical charts listed in numeric order by chart number. Each chart correction listed applies only to that particular chart. Related charts, if any, will have their own specific correction listed separately. Users should also refer to U.S. Chart 1 Nautical Chart Symbols, Abbreviations and Terms for additional information pertaining to the correcting of charts. The illustration below describes the elements that comprise a typical chart correction:



A chart correction preceded by:

- ★ indicates that it is based upon original U.S. source information.
 - T indicates that it is temporary in nature.
 - P indicates that it is preliminary, and that permanent corrective action will appear in a future Notice to Mariners.
- The letter M immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. The letter M is not a part of the chart number.
- The letter N preceding the current Notice to Mariners number indicates that the affected chart is on Limited Distribution and is normally only for use by U.S. Navy, government-owned or -chartered vessels.
- Courses and bearings are given in degrees true.
- Light sectors are expressed in degrees true from the vessel TOWARD the light.
- The visible range(s) listed for lights is normally the nominal range (the distance at which it can be seen in clear weather), expressed in nautical miles, except in the Great Lakes where it is expressed in statute miles.
- The colors of structures and lights of navigational aids are abbreviated in accordance with Chart 1.
- Section I-2*** contains all chartlets, depth tabulations and notes associated with the chart corrections in Section I-1. Chartlets and depth tabulations supersede all previous information portrayed.
- Section I-3** lists all NIMA and NOS charts which have been affected by Notice to Mariners and the notice numbers which have affected them since the date of the oldest Summary of Corrections or the chart's announcement, whichever is later.

Section II-1 is a weekly listing of corrections to the NIMA Hydrographic Products Catalog, including new charts and publications. It also contains the latest price category information.

Section II-2* contains corrections to navigation publications, including Sailing Directions, Coast Pilots, Fleet Guides, Radio Navigational Aids (Pub. 117), *The American Practical Navigator* and other related nautical publications.

Section II-3* lists weekly updates to the USCG Light Lists.

Section II-4* lists weekly updates to the NIMA List of Lights.

Section II-5 lists all NIMA, NOS and USCG navigation publications which have been affected by Notice to Mariners and the notice numbers which have affected them since the date of the publication's announcement.

Section III-1 lists the message number of all in-force Navigational Warnings, and the text of those warnings promulgated during the previous week. Notice to Mariners Nos. 13, 26 and 39 list a summary of all in-force Navigational Warnings for the preceding quarter. Notice to Mariners No. 52 lists a complete summary of all in-force Navigational Warnings.

Section III-2 contains miscellaneous information of particular interest to the maritime community.

*The left-hand pages of these sections are intentionally blank.

**SECTION I
CHART CORRECTIONS**

NM 35/03

| | | | |
|---------------|--|--|---|
| 1115A | Ed. 10/02 LAST NM 34/03 Add Platform [L10] Dangerous wreck [K28] (PA) (30/03 CG8) | 35/03 29°32.9'N 88°38.2'W 29°56.8'N 88°02.7'W | Submerged well (cov 46fms) [L20] marked by buoy W Or, Q (Priv) (30/03 CG8) |
| 1116A | Ed. 11/02 LAST NM 34/03 Add Platform [L10] | 35/03 28°52.9'N 93°20.0'W | Submerged well (cov 33fms) [L20] marked by buoy R, QR (Priv) 28°14.3'N 92°47.9'W Submerged well (cov 46fms) [L20] marked by buoy W Or, Q (Priv) 28°12.0'N 91°25.9'W (30/03 CG8) |
| 1117A | Ed. 4/03 LAST NM 34/03 Add Platform [L10] | 35/03 28°10.9'N 95°29.0'W | Submerged well (cov 21fms) [L20] marked by buoy W Or, Q (Priv) 28°14.4'N 95°28.6'W (30/03 CG8) |
| 11006 | 30Ed. 4/20/02 LAST NM 33/03 Add Dangerous wreck [K28] (PA) (30/03 CG8) | 35/03 29°56.8'N 88°02.7'W | |
| ★11300 | 39Ed. 4/03 LAST NM 34/03 Add Platform [L10] | 35/03 28°10.9'N 95°29.0'W | Submerged well (cov 21fms) [L20] marked by buoy W Or, Q (Priv) 28°14.4'N 95°28.6'W (30/03 CG8) |
| ★11307 | 36Ed. 9/22/01 LAST NM 27/03 Add Platform [L10] (30/03 CG8) | 35/03 27°30'15"N 97°01'20"W | |
| ★11322 | 28Ed. 3/03 LAST NM 34/03 (Side B) Add Tabulation of controlling depths from Subsection I-2 (NOS) | 35/03 | |
| ★11323 | 59Ed. 3/30/02 LAST NM 34/03 Add Platform [L10] (30/03 CG8) | 35/03 29°18'00"N 94°00'32"W | |
| 11326 | 31Ed. 10/02 LAST NM 33/03 (Page A) Change Range light, rear to Iso G 6s 65ft, Fl 4s 14ft 6M (30/03 CG8) | 35/03 29°34'49"N 94°56'32"W | |
| ★11327 | 30Ed. 5/26/01 LAST NM 33/03 Change Range light, rear to Iso G 6s 65ft, Fl 4s 14ft 6M (30/03 CG8) | 35/03 29°34'49.4"N 94°56'31.9"W | |
| ★11330 | 14Ed. 11/02 LAST NM 34/03 Add Platform [L10] Platform [L10] | 35/03 28°10.9'N 95°29.0'W 28°52.9'N 93°20.0'W | Submerged well (cov 198ft) [L20] marked by buoy R, QR (Priv) 28°14.3'N 92°47.9'W (30/03 CG8) |
| 11332 | 28Ed. 8/02 LAST NM 34/03 Add Platform [L10] (30/03 CG8) | 35/03 29°18'00"N 94°00'32"W | |
| 11333 | 1Ed. 6/17/00 LAST NM N28/02 Add Platform [L10] (30/03 CG8) | N35/03 27°30'15.2"N 97°01'20.1"W | |
| ★11340 | 67Ed. 11/02 LAST NM 34/03 Add Platform [L10] | 35/03 28°52.9'N 93°20.0'W | Submerged well (cov 33fms) [L20] marked by buoy R, QR (Priv) 28°14.3'N 92°47.9'W |
| ★11342 | 52Ed. 5/03 LAST NM 34/03 Add Tabulation of controlling depths from Subsection I-2 (NOS) | 35/03 | |
| ★11343 | 36Ed. 9/15/01 LAST NM 34/03 Add Tabulation of controlling depths from Subsection I-2 (NOS) | 35/03 | |
| ★11360 | 40Ed. 10/02 LAST NM 34/03 Add Platform [L10] Dangerous wreck [K28] (PA) (30/03 CG8) | 35/03 29°32.9'N 88°38.2'W 29°56.8'N 88°02.7'W | |
| ★11361 | 70Ed. 4/03 LAST NM 31/03 Add Submerged well (cov 60ft) [L20] (30/03 CG8) | 35/03 28°53'58"N 89°22'05"W | |
| 11362 | 4Ed. 6/10/00 LAST NM N34/03 Add Platform [L10] Dangerous wreck [K28] (PA) (30/03 CG8) | N35/03 29°32.9'N 88°38.2'W 29°56.8'N 88°02.7'W | |
| ★11364 | 39Ed. 11/02 LAST NM 34/03 Relocate Light "53" from 29°36'08"N 89°51'42"W to 29°36'03"N 89°51'17"W Light "59" from 29°38'23"N 89°56'49"W to 29°38'16"N 89°56'41"W Light "82" from 29°51'55"N 89°54'37"W to 29°51'52"N 89°54'35"W (30/03 CG8) | 35/03 | |
| ★11366 | 7Ed. 9/02 LAST NM 34/03 Add Platform [L10] (30/03 CG8) | 35/03 29°32.9'N 88°38.2'W | |
| ★11368 | 22Ed. 7/02 LAST NM 34/03 Relocate Light "2" from 29°57'25.9"N 90°01'34.7"W to 29°57'26.1"N 90°01'35.3"W (30/03 CG8) | 35/03 | |
| ★11370 | 23Ed. 9/22/01 LAST NM 34/03 (Side A) Relocate Light "114" from 29°58'19.8"N 90°14'41.2"W to 29°58'20.1"N 90°14'44.0"W Light "149" from 30°00'50.3"N 90°43'05.2"W to 30°00'48.5"N 90°43'05.0"W and delete legend "PA" Light "165" from 30°03'42.6"N 90°53'46.1"W to 30°03'40.7"N 90°53'46.1"W Light "173A" from 30°06'29.4"N 90°56'46.1"W to 30°06'27.7"N 90°56'47.4"W (Side B) Relocate Light "173A" from 30°06'29.4"N 90°56'46.8"W to 30°06'27.7"N 90°56'47.4"W (30/03 CG8) | 35/03 | |
| ★11371 | 36Ed. 6/03 NEW EDITION Add Ra ref to beacon "1" 30°20'42"N 89°05'13"W Ra ref to beacon "2" 30°20'36"N 89°05'07"W (Previously published 26/03) Change Visibility (range) of light from 4M to 6M 30°14'29"N 89°14'56"W (Previously published 31/03) (NOS) | 35/03 | |

| | | | | | | | | | |
|----------|--|---------|---|-------|--------|-------|----------|--|---|
| ★11393 | 20Ed. | 11/3/01 | LAST NM 30/03 (Side A) | 35/03 | ★12313 | 49Ed. | 7/03 | NEW EDITION (NOS) | 35/03 |
| Relocate | Light "30" from 29°48'56.0"N 85°18'57.2"W to 29°48'54.7"N 85°18'55.5"W | | | | ★12314 | 30Ed. | 10/02 | LAST NM 33/03 Delete Stranded wreck (See 33/03-12314) (NTM0002/2003) | 35/03 39°59'20.4"N 75°03'33.6"W |
| Relocate | (Side B) Light "30" from 29°48'56.0"N 85°18'57.2"W to 29°48'54.7"N 85°18'55.5"W (30/03 CG8) | | | | ★12326 | 49Ed. | 6/03 | NEW EDITION (NOS) | 35/03 |
| ★11405 | 28Ed. | 4/02 | LAST NM 30/03 Relocate Light from 30°02'25"N 84°17'30"W to 30°02'21"N 84°17'41"W (Supersedes 30/03-11405) (30/03 CG8) | 35/03 | ★12347 | 29Ed. | 12/9/00 | LAST NM 29/03 Change Visibility (range) of light "RP" to 4M (26/03 CG1) | 35/03 41°46'23"N 73°56'54"W |
| ★11537 | 34Ed. | 4/03 | LAST NM 26/03 Add Tabulation of controlling depths from Subsection I-2 (NOS) | 35/03 | ★12369 | 25Ed. | 6/1/02 | LAST NM 32/03 Add Tabulation of controlling depths from Subsection I-2 (NOS) | 35/03 |
| 11541 | 33Ed. | 11/02 | LAST NM 22/03 (Side A) | 35/03 | ★13272 | 47Ed. | 3/10/01 | LAST NM 25/03 Add Buoy "22" W Or Buoy "23" W Or Buoy "24" W Or Buoy "25" W Or Buoy "26" W Or Buoy "27" W Or Buoy "28" W Or Buoy "29" W Or (26/03 CG1) | 35/03 42°20'52.5"N 71°00'05.8"W 42°20'46.1"N 71°00'18.3"W 42°20'45.1"N 71°00'28.9"W 42°20'49.2"N 71°00'35.4"W 42°21'02.9"N 71°00'56.9"W 42°21'07.0"N 71°01'07.9"W 42°21'15.4"N 71°01'19.3"W 42°21'20.5"N 71°01'30.8"W |
| 11545 | 60Ed. | 9/1/02 | LAST NM 24/03 Change Legend to "11 FT JUN 2003" | 35/03 | 15690 | Ed. | 8/18/78 | LAST NM N31/00 Delete Depth 69 meters | N35/03 76°40.9'N 70°19.5'W |
| | | | Add Tabulation of controlling depths from Subsection I-2 (NOS) | | | | | Add Depth 21 meters (6/7302/03 Ottawa) | 76°40.8'N 70°17.0'W |
| ★11547 | 35Ed. | 3/30/02 | LAST NM 23/03 Change Legend to "11 FT JUN 2003" | 35/03 | 16006 | 33Ed. | 12/23/00 | LAST NM 32/03 Add Depth 2 ½ fathoms (NOS) | 35/03 56°09.8'N 158°32.9'W |
| | | | Add Tabulation of controlling depths from Subsection I-2 (NOS) | | 16011 | 35Ed. | 12/2/00 | LAST NM 32/03 Add Depth 2 ½ fathoms (NOS) | 35/03 56°09.8'N 158°32.9'W |
| ★12221 | 74Ed. | 5/03 | NEW EDITION Change Designation of beacon "7" to "7MB" 37°19'33"N 76°21'19"W Designation of beacon "8" to "8MB" 37°19'57"N 76°20'47"W Designation of beacon "10" to "10MB" 37°21'22"N 76°22'00"W (Previously published 25/03) | 35/03 | 16013 | 28Ed. | 4/14/01 | LAST NM 34/03 Add Depth 2 ½ fathoms (NOS) | 35/03 56°09.8'N 158°32.9'W |
| | | | Add Depth 62 feet Obstn [K41] (Previously published 28/03) | | ★16561 | 1Ed. | 1/20/01 | LAST NM 29/03 Add Depth 2 fathoms 3 feet (NOS) | 35/03 56°09'47"N 158°32'53"W |
| | | | Relocate Light "5" from 37°21'42"N 75°43'38"W to 37°21'40"N 75°44'06"W (Previously published 33/03) (NOS) | | 17003 | 4Ed. | 2/10/96 | LAST NM 24/03 Change Light to Fl 10s 17M (6/3001/03 Ottawa) | 35/03 49°07.0'N 125°55.0'W |
| ★12252 | 23Ed. | 5/12/01 | LAST NM 30/03 Add Tabulation of controlling depths from Subsection I-2 (NOS) | 35/03 | 17005 | 10Ed. | 5/27/95 | LAST NM 34/03 Change Light to Fl 10s 115ft 17M and delete legend "Fog Sig" (6/3001/03 Ottawa) | 35/03 49°06.7'N 125°55.2'W |
| ★12253 | 43Ed. | 6/03 | NEW EDITION Change Visibility (range) of light "2CI" to 5M 36°52'51.2"N 76°20'27.2"W (Previously published 33/03) (NOS) | 35/03 | 17546 | 22Ed. | 10/29/94 | LAST NM 34/03 Change Light to Fl 10s 35m 17M (6/3001/03 Ottawa) | 35/03 49°06.6'N 125°55.4'W |
| ★12263 | 52Ed. | 6/03 | NEW EDITION (NOS) | 35/03 | 18007 | 31Ed. | 3/31/01 | LAST NM 26/03 Change Light to Fl 10s 115ft 17M (6/3001/03 Ottawa) | 35/03 49°06.5'N 125°55.1'W |
| ★12277 | 32Ed. | 7/03 | NEW EDITION (NOS) | 35/03 | 18008 | 7Ed. | 10/12/96 | LAST NM N26/03 Change Light to Fl 10s 17M (6/3001/03 Ottawa) | 35/03 49°07.0'N 125°55.9'W |
| ★12311 | 41Ed. | 9/15/01 | LAST NM 26/03 Add Tabulation of controlling depths from Subsection I-2 (NOS) | 35/03 | | | | | |

SECTION I

NM 35/03

| | | | | | | | |
|---------------|--|--|--------|--------------|---|--|--------|
| 18022 | 33Ed. 1/26/02 LAST NM 33/03 Add Buoy Y, Fl Y 4s (Priv) (27, 28/03 CG11) | 33°56.3'N 118°42.5'W | 35/03 | 22084 | 4Ed. 1/13/96 LAST NM 42/02 Add Buoy "OCP 1", pillar Buoy "OCP 2", pillar | 1°01'59"N 79°44'37"W 1°01'29"N 79°43'52"W | 35/03 |
| 18475 | 1Ed. 8/6/88 LAST NM 46/00 Change Light to Fl 10s 35m 17M (6/30/03 Ottawa) | 49°06'38.4"N 125°55'20.0"W | 35/03 | | (Plan) Add Buoy "OCP 1", pillar Buoy "OCP 2", pillar (5/12, 13/03 Guayaquil) | 1°01'59.0"N 79°44'37.0"W 1°01'29.2"N 79°43'52.0"W | |
| ★18504 | 65Ed. 3/03 LAST NM 19/03 Delete Buoy "8" (17/03 CG13) | 46°42'04"N 124°07'31"W | 35/03 | 22351 | 1Ed. 10/2/51 LAST NM N12/03 Change Light legend to "Fl G 5s 6m 9M" (5/6/03 Valparaiso) | 42°29.6'S 73°29.0'W | N35/03 |
| ★18622 | 52Ed. 6/30/01 LAST NM 27/03 Substitute Light "1" Fl G 4s 15ft 4M for buoy "1" Light "13" Fl G 2.5s 3M for buoy "13" (27/03 CG11) | 40°44'53.6"N 124°13'20.9"W 40°43'34.8"N 124°13'19.4"W | 35/03 | 22352 | 6Ed. 2/1/97 LAST NM 24/03 Change Light to Fl G 5s 6m 9M (5/6/03 Valparaiso) | 42°27.9'S 73°29.4'W | 35/03 |
| 18652 | 31Ed. 9/29/01 LAST NM 33/03 (Page C) Delete Buoy (mooring) "1" | 38°01'40"N 122°25'01"W | 35/03 | 22433 | 3Ed. 2/15/97 LAST NM 14/03 Delete Light | 54°55'59"S 67°36'28"W | 35/03 |
| | Add Buoy (mooring) [Q40] "A" Buoy (mooring) [Q40] "B" Buoy (mooring) [Q40] "C" Buoy (mooring) [Q40] "D" Buoy (mooring) [Q40] "E" Buoy (mooring) [Q40] "F" (27/03 CG11) | 38°01'40"N 122°25'40"W 38°01'40"N 122°24'48"W 38°01'40"N 122°24'35"W 38°01'25"N 122°25'00"W 38°01'25"N 122°24'48"W 38°01'25"N 122°24'35"W | | | (Plan) Delete Light (3/38/03 Valparaiso) | 54°55'59"S 67°36'28"W | |
| ★18654 | 42Ed. 4/6/02 LAST NM 16/03 Delete Buoy (mooring) "1" | 38°01'40"N 122°25'01"W | 35/03 | 22434 | 2Ed. 10/17/98 LAST NM 11/99 Delete Beacons (2), range line and legend "2Bns...270°" between | 54°55'52.4"S 67°36'52.9"W 54°55'52.4"S 67°36'10.0"W | 35/03 |
| | Add Buoy (mooring) [Q40] "A" Buoy (mooring) [Q40] "B" Buoy (mooring) [Q40] "C" Buoy (mooring) [Q40] "D" Buoy (mooring) [Q40] "E" Buoy (mooring) [Q40] "F" (27/03 CG11) | 38°01'40"N 122°25'40"W 38°01'40"N 122°24'48"W 38°01'40"N 122°24'35"W 38°01'25"N 122°25'00"W 38°01'25"N 122°24'48"W 38°01'25"N 122°24'35"W | | | Light Light Light Light | 54°55'58.0"S 67°36'28.0"W 54°55'58.5"S 67°36'32.5"W 54°56'00.1"S 67°36'38.9"W 54°56'03.3"S 67°36'53.0"W | |
| 18680 | 30Ed. 3/3/01 LAST NM 33/03 Change Visibility (range) of light "2" to 4M (28/03 CG11) | 36°48.5'N 121°47.4'W | 35/03 | | Add Double dashed line (ramp) [F23] between | 54°55'58.1"S 67°35'47.6"W 54°55'56.1"S 67°35'46.2"W | |
| ★18685 | 31Ed. 5/16/98 LAST NM 12/03 Change Visibility (range) of light "2" to 4M | 36°48'21"N 121°47'21"W | 35/03 | 22529 | 3Ed. 9/3/94 LAST NM 17/03 Add Buoy "1", pillar Buoy "2", pillar (5/15, 16/03 Guayaquil) | 0°57'48"S 90°58'10"W 0°57'55"S 90°58'06"W | 35/03 |
| | (Inset Santa...Harbor) Delete Legend "7 FT APRIL 1986" Purple solid line centered | 36°57'50"N 122°00'08"W 36°57'56"N 122°00'09"W | | 22531 | 2Ed. 4/30/83 LAST NM 17/03 Add Buoy "1", pillar Buoy "2", pillar (5/15, 16/03 Guayaquil) | 0°57'39"S 90°58'10"W 0°57'48"S 90°58'05"W | 35/03 |
| | Change Legend to "13 feet rep May 2003" | 36°57'58"N 122°00'09"W | | 24110 | 3Ed. 9/7/96 LAST NM 29/02 Add Dangerous wreck [K28] (17/S4229/02 Rio de Janeiro) | 30°00.6'S 49°56.9'W | 35/03 |
| | Add Legend "14 feet rep May 2003" | 36°57'47.7"N 122°00'07.8"W | | 24170 | 14Ed. 6/21/97 LAST NM 6/03 Add Dangerous wreck [K28] (13/74/03 Rio de Janeiro) | 20°41.4'S 40°23.4'W | 35/03 |
| | Purple solid line between | 36°57'50.7"N 122°00'08.8"W 36°57'50.7"N 122°00'07.0"W | | 24202 | 6Ed. 11/30/85 LAST NM 31/03 Add Dangerous wreck [K28] (13/68/03 Rio de Janeiro) | 12°46'59"S 38°28'34"W | 35/03 |
| | (Inset Moss...Harbor) Change Visibility (range) of light "2" to 4M (NOS; 28/03 CG11) | 36°48'21"N 121°47'22"W | | 24234 | 3Ed. 1/4/97 LAST NM 30/02 Add Dangerous wreck [K28] (17/E4081/02 Rio de Janeiro) | 5°43'48"S 35°11'24"W | 35/03 |
| 18740 | 39Ed. 7/28/01 LAST NM 27/03 Add Buoy Y, Fl Y 4s (Priv) (27, 28/03 CG11) | 33°56.3'N 118°42.5'W | 35/03 | 25575 | 4Ed. 6/10/95 LAST NM 31/02 Add Submarine pipeline (water) [L41.1] joining | 17°09'07.8"N 61°45'09.6"W 17°08'52.2"N 61°45'09.0"W 17°08'33.0"N 61°45'12.0"W 17°08'12.6"N 61°45'03.0"W | 35/03 |
| ★18744 | 30Ed. 5/9/98 LAST NM 37/02 Add Buoy Y, Fl Y 4s (Priv) (27, 28/03 CG11) | 33°56'20"N 118°42'30"W | 35/03 | | (Plan) Add Depth 6.1 meters, blue tint and enclosing depth contour (10-meter) | 17°07'31.5"N 61°51'38.6"W | |
| 18760 | 6Ed. 9/5/98 LAST NM N25/03 Add Buoy Y, Fl Y 4s (Priv) (27, 28/03 CG11) | 33°56.3'N 118°42.5'W | N35/03 | | Depth 6.5 meters, blue tint and enclosing depth contour (10-meter) | 17°07'31.1"N 61°51'34.5"W | |

(continued on next page)

SECTION I

| | | | | |
|---|---|----------------------|--|--|
| 25575 | (Continued) | | | |
| | Depth 8.6 meters, blue tint and enclosing | | | |
| | depth contour (10-meter) 17°07'31.1"N 61°51'28.4"W | | | |
| | Depth 9.7 meters, blue tint and enclosing | | | |
| | depth contour (10-meter) 17°07'30.5"N 61°51'25.1"W | | | |
| | Depth 9.6 meters, blue tint and enclosing | | | |
| | depth contour (10-meter) 17°07'29.2"N 61°51'19.7"W | | | |
| | Depth 9.8 meters, blue tint and enclosing | | | |
| | depth contour (10-meter) 17°07'28.0"N 61°51'29.0"W | | | |
| | Depth 7.4 meters, blue tint and enclosing | | | |
| | depth contour (10-meter) 17°07'21.9"N 61°51'28.0"W | | | |
| | Depth 3.3 meters, blue tint and enclosing | | | |
| | depth contour (5-meter) 17°07'20.5"N 61°51'24.7"W | | | |
| (27(2825)03 Taunton) | | | | |
| 27160 | 2Ed. 12/2/95 LAST NM 13/03 | 35/03 | | |
| Delete | Depth 18 meters | 20°23.2'N 80°25.8'W | | |
| Add | Depth 13 meters | 20°24.0'N 80°25.5'W | | |
| (25(2694)03 Taunton) | | | | |
| 37150 | 8Ed. 12/20/97 LAST NM 33/03 | 35/03 | | |
| Delete | Buoy | 52°46'00"N 3°13'30"E | | |
| Substitute | Depth 34 meters Wk [K26] for 35 meters Wk | | | |
| | 52°41'40"N 3°11'00"E | | | |
| | Depth 29.5 meters Wk [K26] for 31 meters Wk | | | |
| | 52°12'55"N 3°12'41"E | | | |
| Add | Depth 32 meters Wk [K26] | 52°10'44"N 2°53'30"E | | |
| (24(344)01, 19(281), 22(316)03 's-Gravenhage) | | | | |
| 37162 | 12Ed. 5/18/96 LAST NM 33/03 | 35/03 | | |
| Delete | Buoy "M" | 52°07.2'N 4°08.0'E | | |
| | Buoy "RWS" | 51°53.9'N 3°37.6'E | | |
| | Buoy "Noordwijk" | 52°17.0'N 4°17.0'E | | |
| | Buoy "MP1" and legend "Measuring Equipment" | 51°54.5'N 3°36.6'E | | |
| Substitute | Depth 18.7 meters for 19.4 meters | 52°42.9'N 4°25.2'E | | |
| | Depth 24 meters Wk [K26] for 24.5 meters | | | |
| | 51°55.1'N 3°34.4'E | | | |
| Add | Depth 25 meters Wk [K26] | 51°58.2'N 3°38.7'E | | |
| | Depth 19.3 meters | 52°43.2'N 4°20.7'E | | |
| | Depth 17.1 meters | 52°42.5'N 4°22.1'E | | |
| | Depth 18.5 meters | 52°50.3'N 4°30.6'E | | |
| | Submarine pipeline (gas) [L40.1] joining | | | |
| | 52°46.8'N 4°16.1'E | | | |
| | 52°46.9'N 4°15.2'E | | | |
| | 52°46.8'N 4°14.2'E | | | |
| | 52°47.4'N 3°53.9'E | | | |
| | 52°45.3'N 3°45.5'E | | | |
| (21(307), 22(323), 25(362), 26(368, 377), 27(386)01, 22(320)03 's-Gravenhage) | | | | |
| 37164 | 4Ed. 1/25/97 LAST NM 32/03 | 35/03 | | |
| | (Panel A) | | | |
| Delete | Buoy "M" | 52°07'12"N 4°08'00"E | | |
| | Buoy "Noordwijk" | 52°17'00"N 4°17'00"E | | |
| | Buoy and legend "Meas Equip (4 buoys)" | | | |
| | 52°05'10"N 4°08'23"E | | | |
| (25(362), 26(368)01 's-Gravenhage) | | | | |
| 37165 | 2Ed. 2/3/96 LAST NM 34/03 | 35/03 | | |
| Delete | Buoy "TE7" | 53°35.5'N 5°42.2'E | | |
| | Buoy "TE9" | 53°37.4'N 5°51.8'E | | |
| | Buoy "VL9" | 53°25.5'N 5°53.9'E | | |
| | Buoy "VL11" | 53°28.1'N 5°03.9'E | | |
| | Buoy "TE1" | 53°29.9'N 5°13.5'E | | |
| Substitute | Depth 29 meters Wk for 30 meters | 55°24.7'N 3°48.8'E | | |
| | Depth 40 meters Wk for 42 meters | 54°10.5'N 4°54.0"E | | |
| | Depth 41 meters Obstn [K41] for danger circle "Obstn" | 53°57.1'N 4°34.7'E | | |
| | (See 26/03-37165) | | | |
| Change | Buoy "TE5" to "TE3" G, conical, L Fl G 10s | 53°33.7'N 5°32.6'E | | |
| | | 53°33.7'N 5°32.6'E | | |
| Add | Depth 43 meters Wk [K26] | 54°11.0'N 4°54.9"E | | |
| | | 53°42.1'N 4°29.9'E | | |
| | Buoy BY, pillar, double cone topmark points upward, Q with legend "Meas Equip" | | | |
| | 53°41.9'N 4°30.1'E | | | |
| (25(353)01, 16(250)03 's-Gravenhage) | | | | |
| 37241 | 17Ed. 8/2/97 LAST NM 33/03 | 35/03 | | |
| Delete | Buoy "M" | 52°07'12"N 4°08'00"E | | |
| | | | | |

(continued on next page)

SECTION I

NM 35/03

| | |
|---|---|
| 37241 (Continued) Buoy and legend "Meas Equip (4 buoys)" 52°05'10"N 4°08'23"E Buoy "MP1" and legend "Submarine Instruments marked by buoys" 51°54'51"N 3°36'35"E Buoy "RWS" Depth 20.1 meters Depth 10.4 meters Depth 9.4 meters Depth 8.2 meters Substitute Depth 20.7 meters for 21 meters Depth 20.1 meters for 20.4 meters Depth 24 meters Wk [K26] for 24.5 meters 51°55'09"N 3°34'23"E Add Depth 25 meters Wk [K26] Depth 14.4 meters Depth 13.9 meters Depth 13.7 meters Depth 13.2 meters Depth 9.7 meters Depth 9.8 meters Depth 9 meters Depth 8.7 meters Depth 7.7 meters Depth 8.5 meters Depth 9.5 meters Depth 18.3 meters Depth 17.8 meters (22(323), 24(338), 26(368, 377)01, 22(320)03 's-Gravenhage) | 37246 14Ed. 5/16/98 LAST NM 33/03 35/03 Relocate Buoy "42" from 51°26'10"N 4°01'15"E to 51°26'05"N 4°01'09"E Add Buoy "HW2" Y, can 51°26'12"N 4°00'58"E Buoy "HW4" Y, can 51°26'14"N 4°01'14"E Buoy "HW6" Y, can 51°26'05"N 4°01'37"E (22(321)03 's-Gravenhage) |
| | 37248 18Ed. 2/14/98 LAST NM 32/03 35/03 Add Anchor berth "WZ" [N11.1] 51°24'57.0"N 3°32'55.2"E (21(312)01 's-Gravenhage) |
| | 38320 3Ed. 9/20/97 LAST NM 31/00 35/03 Add Depth 21 meters 76°40.8'N 70°17.0'W (6(730)03 Ottawa) |
| | 43140 4Ed. 10/5/96 LAST NM 12/03 35/03 Change Light to Fl WRG 68°19.1'N 14°15.7'E (BA LL) |
| | 43146 2Ed. 4/23/83 LAST NM 48/02 35/03 Change Light to Oc WRG 6s 41ft 9-M 68°07'49"N 13°51'37"E Light to Oc WRG 6s 34ft 9-M 68°06'51"N 13°48'07"E Note: Sectors remain unchanged Light to Oc WRG 6s 12ft 10-7M with sectors white 000°-042°, red-090°, white-154°, green- 202°, red-310° 68°14'09"N 14°13'00"E Visibility (range) of light to 9-M 68°15'50"N 14°14'56"E Characteristic of light to Fl WRG 5s 68°19'01"N 14°16'02"E Visibility (range) of light to 10-7M 68°11'52"N 14°25'07"E Visibility (range) of light to 7M 68°11'52"N 14°19'45"E (BA LL) |
| 37242 10Ed. 5/16/98 LAST NM 32/03 35/03 (Panel A) | Delete Light 51°58'47.4"N 4°06'42.0"E Light "2" 51°57'50.4"N 4°09'00.0"E Light "3" 51°57'41.4"N 4°09'18.0"E Change Light "1" to "2" L Fl R 8s 51°58'03.6"N 4°08'40.3"E Designation of light "5" to "10" 51°56'55.2"N 4°10'04.5"E Designation of light "6" to "12" 51°56'39.6"N 4°11'24.6"E Designation of light "7" to "14" 51°56'28.2"N 4°11'57.6"E Designation of light "7A" to "16" 51°56'17.4"N 4°12'30.0"E Designation of buoy "CA" to "CA 10" 51°56'06.0"N 4°11'25.2"E Add Light "1" L Fl G 8s 51°58'07.2"N 4°07'51.0"E Light "11" L Fl G 5s 51°56'45.0"N 4°10'33.6"E Light "13" Iso G 2s 51°56'29.4"N 4°11'13.8"E Light "15" L Fl G 5s 51°56'15.6"N 4°11'55.2"E Light "4" L Fl R 5s 51°57'45.6"N 4°09'10.8"E Buoy "NW6" R, can, L Fl R 5s 51°58'49.2"N 4°06'32.4"E Designation "6" to light 51°57'24.0"N 4°09'48.0"E Designation "8" to light 51°57'16.2"N 4°10'03.0"E Buoy "CA4" R, can, L Fl R 5s 51°58'49.8"N 4°04'53.4"E Buoy "CA6" R, can, L Fl R 8s 51°58'36.6"N 4°05'42.0"E Buoy "CA8" R, can, Iso R 2s 51°58'21.6"N 4°06'38.4"E (Panel B) |
| Change Designation of buoy "NW6" to "NW6A" 51°54'16.2"N 4°16'25.8"E (22(319), 31(444), 41(575)01 's-Gravenhage) | Change Light to Oc WRG 6s 10m 9-M 68°06'51"N 13°48'07"E Note: Sectors remain unchanged Height of light to 5m 68°18'17"N 13°45'33"E Visibility (range) of light to 3/2M 68°19'06"N 13°46'39"E Add Period 8s to light 68°19'51"N 13°48'00"E (BA LL) |
| 37244 11Ed. 2/1/97 LAST NM 33/03 35/03 Delete Buoy "M" 52°07.2'N 4°08.0"E Buoy 52°05.2'N 4°08.4"E Buoy "RWS" 51°53.9'N 3°37.6"E Buoy "MP1" and legend "Submarine Instruments marked by buoys" 51°54.5'N 3°36.6"E | 43147 3Ed. 9/1/84 LAST NM 9/98 35/03 Change Light to Oc WRG 6s 10m 9-M 68°06'51"N 13°48'07"E Note: Sectors remain unchanged Height of light to 5m 68°18'17"N 13°45'33"E Visibility (range) of light to 3/2M 68°19'06"N 13°46'39"E Add Period 8s to light 68°19'51"N 13°48'00"E (BA LL) |
| Substitute Depth 24 meters Wk [K26] for 24.5 meters 51°55.1'N 3°34.4'E Depth 29.5 meters Wk [K26] for 31 meters Wk 52°12.9'N 3°12.7'E Add Depth 32 meters Wk [K26] 52°10.7'N 2°53.5"E Depth 37 meters Wk [K26] 51°46.9'N 2°43.1"E Depth 33 meters Wk [K26] 51°46.5'N 2°41.5"E Depth 32 meters Wk [K26] 51°51.8'N 3°10.1'E Depth 27.5 meters Wks [K26] 51°52.9'N 3°17.0"E Depth 25 meters Wk [K26] 51°58.2'N 3°38.7"E (22(323), 26(368, 377)01, 19(281), 22(316, 320)03 's-Gravenhage) | 43150 2Ed. 9/29/90 LAST NM N17/02 N35/03 Change Visibility (range) of light to 10-7M 68°11.9'N 14°25.3"E Visibility (range) of light to 10-7M 68°14.3'N 14°13.5"E Visibility (range) of light to 9-6M 68°07.9'N 13°51.9'E Light to Oc WRG 68°06.9'N 13°48.4"E (BA LL) |
| 43160 6Ed. 3/15/97 LAST NM 17/02 35/03 Change Visibility (range) of light to 10-7M 68°11.9'N 14°25.3"E Light to Oc WRG 9-6M 68°07.8'N 13°51.7"E Light to Oc WRG 9-6M 68°06.8'N 13°48.3"E (BA LL) | 43161 2Ed. 10/18/80 LAST NM 44/02 35/03 Change Visibility (range) of light to 4-2M 68°05'40"N 13°44'11"E (BA LL) |
| | 44161 2Ed. 6/8/96 LAST NM 21/03 35/03 (Plan Västervik) Add Position circle "Tr" [E20] 57°45'55.8"N 16°38'40.2"E (32(582)01 Norrkoping) |
| | 44179 2Ed. 5/25/96 LAST NM 16/03 35/03 Change Green sector of light to 051°30'-090° 59°04'24"N 18°17'54"E (32(590)01 Norrkoping) |
| | 44183 6Ed. 4/19/97 LAST NM 27/03 35/03 Delete Buoy (mooring) 59°24'09"N 18°21'55"E (32(593)01 Norrkoping) |

SECTION I

| | | | |
|------------------------|--|---|---|
| 44361 | 6Ed. 7/13/96 LAST NM 28/03 | 35/03 | 44°36'22.2"N 33°28'00.4"E 44°36'21.7"N 33°27'57.1"E (25(3639), 28(4202, 4203)01 St. Petersburg) |
| Add | Buoy Y, pillar, Fl Y 5s | 59°55'33"N 29°57'59"E | |
| | Buoy Y, pillar, Fl Y 5s | 59°55'10"N 29°57'50"E | |
| | Buoy Y, pillar, Fl Y 5s | 59°54'40"N 29°57'36"E | |
| | Buoy Y, pillar, Fl Y 5s | 59°54'40"N 29°56'59"E | |
| | Buoy Y, pillar, Fl Y 5s | 59°55'23"N 29°56'21"E | |
| | Buoy Y, pillar, Fl Y 5s | 59°55'58"N 29°55'50"E | |
| | Buoy Y, pillar, Fl Y 5s | 59°56'44"N 30°00'04"E | |
| | Buoy Y, pillar, Fl Y 5s | 59°56'09"N 29°59'34"E | |
| | Buoy Y, pillar, Fl Y 5s | 59°55'39"N 29°59'10"E | |
| | Buoy Y, pillar, Fl Y 5s | 59°56'53"N 29°58'51"E | |
| | Buoy Y, pillar, Fl Y 5s | 59°55'53"N 29°58'01"E | |
| | Buoy Y, pillar, Fl Y 5s | 59°56'17"N 29°57'49"E | |
| | Buoy Y, pillar, Fl Y 5s | 59°57'04"N 29°57'24"E | |
| | (28(4156)01 St. Petersburg) | | |
| 44444 | 6Ed. 5/15/99 LAST NM 34/03 (Plan B) | 35/03 | |
| Delete | Buoy "19" | 55°43'25.3"N 21°05'37.4"E | |
| | Note: Buoy "No 3" remains (See 34/03-44444) | | |
| Add | Buoy "19" G, conical, cone topmark, Fl G 3s | 55°40'09.1"N 21°08'23.1"E | |
| | (32(4858)01 St. Petersburg) | | |
| 53120 | 14Ed. 7/3/99 LAST NM 31/03 | 35/03 | |
| Add | Dangerous wreck [K28] (7(5)03 Genova) | 41°39.0'N 12°21.0'E | |
| 53147 | 3Ed. 4/13/96 LAST NM 20/03 | 35/03 | |
| Add | Dangerous wreck [K28] (7(5)03 Genova) | 41°39'02"N 12°20'59"E | |
| 53226 | 3Ed. 11/9/02 LAST NM 18/03 | 35/03 | |
| Delete | "ANCH G" area in vicinity (See 18/03-53226) | 37°01'00"N 14°16'30"E | |
| | (7(7)03 Genova) | | |
| 55001 (INT 310) | 4Ed. 1/21/95 LAST NM 33/03 | 35/03 | |
| Add | Depth 41 meters | 40°57.0'N 28°34.1'E | |
| | (35(164)02 Istanbul) | | |
| 55040 | 4Ed. 7/31/99 LAST NM 21/03 | 35/03 | |
| Add | Depth 41 meters | 40°57.0'N 28°34.1'E | |
| | (35(164)02 Istanbul) | | |
| 55042 | 1Ed. 4/12/86 LAST NM 17/03 | 35/03 | |
| Add | Submarine pipeline [L40.1] with legend "Gas" between | 41°00'32"N 27°59'06"E 41°00'38"N 27°59'37"E | |
| | Submarine pipeline [L40.1] with legend "Gas" between | 41°00'32"N 27°59'06"E 41°00'23"N 27°59'40"E | |
| | (35(164)02 Istanbul) | | |
| 55046 | 4Ed. 11/30/96 LAST NM 19/03 | 35/03 | |
| Add | Depth 41 meters | 40°57'02"N 28°34'04"E | |
| | (35(164)02 Istanbul) | | |
| 55103 | 2Ed. 4/6/96 LAST NM 31/03 | 35/03 | |
| Substitute | Dashed line for solid line between | 44°37'24.5"N 33°29'37.0"E 44°37'49.7"N 33°29'37.7"E | |
| Add | Ra Ref at light | 44°36'33.4"N 33°30'02.0"E | |
| | and change visibility (range) to 6M | | |
| | Fish haven area with blue tint [K46.1] bound by shore and dotted line (limiting danger line) joining | 44°36'42.8"N 33°28'05.9"E 44°36'45.1"N 33°28'12.4"E 44°36'28.4"N 33°28'10.8"E 44°36'28.4"N 33°28'06.7"E | |
| | Fish haven area with blue tint [K46.1] bound by shore and dotted line (limiting danger line) joining | 44°36'27.3"N 33°28'05.1"E 44°36'24.9"N 33°28'08.7"E | |
| 55129 | 7Ed. 6/15/96 LAST NM 34/03 | 35/03 | |
| Add | Dashed line (recommended track) [M4] with legend "Track No 13 112°-292°" between | 44°34'27"N 37°52'52"E 44°32'17"N 38°00'29"E | |
| | Dashed line (recommended track) [M4] with legend "Track No 13 200.5°-020.5°" between | 44°32'17"N 38°00'29"E 44°28'31"N 37°58'31"E | |
| | Position circle "Ra" [S1] | 44°35'49"N 37°57'42"E | |
| | Pilot station symbol with legend "Pilot disembarkation" [T1.3] | 44°34'06"N 37°37'25"E | |
| | (28(4206, 4209)01 St. Petersburg) | | |
| 55140 | 2Ed. 9/28/96 LAST NM 34/03 | 35/03 | |
| Add | Ra Ref at light | 44°40.1'N 34°24.9'E | |
| | (25(3640)01 St. Petersburg) | | |
| 61091 | 5Ed. 8/31/96 LAST NM 27/03 | 35/03 | |
| Add | Position circle "Current Meter" | 29°51'44.8"S 31°04'03.2"E | |
| | Submarine cable (power) [L31.1] between | 29°51'44.8"S 31°04'03.2"E 29°51'55.2"S 31°03'49.8"E | |
| | (7(58)03 Cape Town) | | |
| 61092 | 13Ed. 1/5/91 LAST NM 27/03 | 35/03 | |
| Delete | Legend "PORT CONTROL Storm Signal Mast (47) (Red Lt)" | 29°52'04.0"S 31°02'03.0"E | |
| Add | Position circle "Current Meter" | 29°51'44.8"S 31°04'03.2"E | |
| | Submarine cable (power) [L31.1] between | 29°51'44.8"S 31°04'03.2"E 29°51'55.2"S 31°03'50.3"E | |
| | "Being Reclaimed (2003)" area bound by shore and dashed line joining | 29°52'06.3"S 31°02'07.5"E 29°52'06.7"S 31°02'09.2"E 29°52'29.1"S 31°02'34.0"E 29°52'23.4"S 31°02'40.8"E 29°52'23.1"S 31°02'40.9"E | |
| | (7(58, 59)03 Cape Town) | | |
| 61112 | 10Ed. 6/22/91 LAST NM 17/02 | 35/03 | |
| Relocate | Buoy "13A" from 25°58'38.4"S | 32°37'03.0"E | |
| | to | 25°58'41.0"S 32°37'00.0"E | |
| | Buoy "14" from 25°59'11.8"S | 32°36'07.0"E | |
| | to | 25°59'12.0"S 32°36'02.8"E | |
| | Buoy "15" from 25°59'21.4"S | 32°35'33.0"E | |
| | to | 25°59'24.2"S 32°35'34.0"E | |
| | Buoy "16" from 25°59'25.0"S | 32°35'17.0"E | |
| | to | 25°59'30.1"S 32°35'17.3"E | |
| | Buoy "17" from 25°59'12.5"S | 32°34'44.9"E | |
| | to | 25°59'17.4"S 32°34'47.5"E | |
| | Buoy "18" from 25°57'21.0"S | 32°31'39.5"E | |
| | to | 25°57'21.2"S 32°31'36.8"E | |
| | Buoy "19" from 25°57'18.5"S | 32°31'20.9"E | |
| | to | 25°57'20.9"S 32°31'21.3"E | |
| | Buoy "20" from 25°57'48.2"S | 32°30'24.0"E | |
| | to | 25°57'52.2"S 32°30'19.2"E | |
| | (4(08MOZ)02 Cape Town) | | |
| 61141 | 6Ed. 8/10/91 LAST NM 38/02 | 35/03 | |
| Relocate | Buoy "P" from 19°52'41"S | 34°57'18"E to | |
| | | 19°52'42"S 34°57'42"E | |
| Add | Beacon | 19°51'29"S 34°56'08"E | |
| | Beacon (PA) | 19°53'56"S 34°49'50"E | |
| | (5(09MOZ), 11-12(22MOZ)02 Cape Town; 22(2175)00 Taunton) | | |
| 61142 | 6Ed. 6/29/91 LAST NM 7/03 | 35/03 | |
| Delete | Dangerous wreck | 19°48'34.5"S 34°49'59.0"E | |
| | (continued on next page) | | |

SECTION I

NM 35/03

| | | | | |
|-----------------|--|-----|--|--------|
| 61142 | (Continued) | | | |
| Relocate | Buoy "3" from 19°53'13.7"S 34°51'23.9"E to 19°53'34.6"S 34°51'50.3"E | Add | Double solid line with land tint (wharf extension) [F14] between 23°49'12.0"S 151°14'33.5"E 23°49'17.4"S 151°14'38.8"E | |
| | Buoy "3A" from 19°53'30.0"S 34°50'24.0"E to 19°53'42.7"S 34°50'50.5"E | | Dashed line (maintained depth area limit) joining 23°49'11.0"S 151°14'36.2"E 23°49'20.5"S 151°14'46.5"E 23°49'22.2"S 151°14'43.0"E 23°49'39.0"S 151°15'16.0"E 23°49'32.5"S 151°15'20.5"E | |
| | Buoy "5" from 19°53'23.8"S 34°50'49.4"E to 19°53'49.2"S 34°50'21.5"E | | | |
| | Buoy "5A" from 19°53'27.5"S 34°50'09.8"E to 19°53'33.0"S 34°50'08.1"E | | Dolphin [F20] 23°49'23.0"S 151°14'43.4"E Dolphin [F20] 23°49'24.2"S 151°14'44.0"E | |
| | Buoy "6A" from 19°53'36.0"S 34°50'24.0"E to 19°53'20.1"S 34°51'26.2"E | | Solid line (groin) [F6.1] between 23°49'17.4"S 151°14'38.8"E 23°49'24.2"S 151°14'44.0"E | |
| | Buoy "7" from 19°52'57.4"S 34°49'47.9"E to 19°52'58.9"S 34°49'45.1"E | | Legend "113°13"" 23°49'39.0"S 151°15'29.4"E Legend "Dir 293°13"" 23°50'46.2"S 151°18'20.4"E | |
| | Buoy "8" from 19°53'38.8"S 34°50'08.0"E to 19°53'44.8"S 34°50'06.0"E | | (12(394, 395)03 Wollongong; Aus CH 245) | |
| | Buoy "9" from 19°52'14.6"S 34°49'33.2"E to 19°52'18.4"S 34°49'32.8"E | | | |
| | Buoy "10" from 19°50'36.0"S 34°49'12.2"E to 19°50'46.5"S 34°49'11.2"E | | | |
| | (See 7/03-61142) | | | |
| Add | Buoy "T", spar 19°47'12.0"S 34°49'01.5"E | | | |
| | Buoy R, spar 19°50'11.9"S 34°49'32.5"E | | | |
| | Buoy G, conical 19°50'14.3"S 34°49'40.0"E | | | |
| | Beacon (PA) 19°54'05.0"S 34°49'49.7"E | | | |
| | (5(09MOZ), 11-12(22MOZ)02 Cape Town; 22(2175), 25(2488)00 Taunton) | | | |
| 62437 | 10Ed. 6/7/03 LAST NM 32/03 | | | 35/03 |
| Delete | Buoy "No 25" 30°01'48"N 48°09'01"E | | | |
| Add | Buoy "No 25" G, conical, Fl(2) G 10s 30°01'42"N 48°09'30"E | | | |
| | Light Fl(4) R 5s to buoy "No 20" 29°57'42"N 48°14'56"E (BA CH 1235) | | | |
| 62540 | 6Ed. 1/26/02 LAST NM 30/03 | | | 35/03 |
| Delete | Buoy 29°06.7"N 48°44.8"E (See 12/03-62540) | | | |
| | (NTM0007/2003) | | | |
| 62541 | 3Ed. 1/26/02 LAST NM N30/03 | | | N35/03 |
| Delete | Buoy 29°06.7"N 48°44.8"E (See N12/03-62541) | | | |
| | (NTM0007/2003) | | | |
| 62570 | 4Ed. 1/26/02 LAST NM 30/03 | | | 35/03 |
| Delete | Buoy 29°06'44"N 48°44'50"E (See 12/03-62570) | | | |
| | (NTM0007/2003) | | | |
| ★62580 | 3Ed. 1/16/99 LAST NM 12/03 | | | 35/03 |
| Delete | Buoy 29°06'44"N 48°44'50"E (Supersedes 12/03-62580) | | | |
| | (NTM0007/2003) | | | |
| 74021 | 7Ed. 6/7/97 LAST NM 31/03 | | | 35/03 |
| Change | Visibility (range) of light to 16M 20°21.6"S 115°31.5"E (12(398)03 Wollongong) | | | |
| 74205 | 2Ed. 11/12/94 LAST NM 32/03 | | | 35/03 |
| Delete | Dashed line joining 23°49'11.0"S 151°14'36.2"E 23°49'12.5"S 151°14'34.0"E 23°49'19.5"S 151°14'49.5"E 23°49'39.0"S 151°15'16.0"E | | | |
| | Dolphins (2) and solid line in vicinity 23°49'14.0"S 151°14'34.5"E | | | |
| | Legend "Lights in line 113°13'-293°13"" 23°49'45.0"S 151°15'47.0"E | | | |
| Substitute | Depth 5 meters, blue tint and enclosing depth contour (5-meter) for 6.4 meters 23°49'33.0"S 151°14'49.0"E | | | |
| Change | Legend to "Maintained depth 10.6m" 23°48'18.0"S 151°13'26.0"E | | | |
| | Legend to "Maintained depth 10.6m" 23°47'36.0"S 151°11'39.0"E | | | |
| | Legend to "Maintained depth 10.6m" 23°47'15.0"S 151°10'45.0"E | | | |
| 74206 | 2Ed. 5/2/98 LAST NM 32/03 | | | 35/03 |
| (Plan B) | | | | |
| Change | Legend to "Maintained depth 10.6m" 23°47'14.0"S 151°10'40.2"E | | | |
| (Plan C) | | | | |
| Delete | Dolphins (2) and solid line in vicinity 23°49'14.0"S 151°14'34.5"E | | | |
| | Dashed line joining 23°49'11.0"S 151°14'36.2"E 23°49'12.5"S 151°14'34.0"E 23°49'17.4"S 151°14'45.0"E | | | |
| Change | Legend to "Maintained depth 10.6m" 23°48'26.0"S 151°13'45.0"E | | | |
| Add | Dashed line (maintained depth area limit) between 23°49'11.0"S 151°14'36.2"E 23°49'17.4"S 151°14'42.5"E | | | |
| | Double solid line with land tint (wharf extension) [F14] between 23°49'12.0"S 151°14'33.5"E 23°49'17.4"S 151°14'38.8"E (12(394, 395)03 Wollongong) | | | |
| 74286 | 2Ed. 6/13/98 LAST NM 29/03 | | | 35/03 |
| Relocate | Position circle "WIND SOCK" from 10°34'32.4"S 142°13'54.6"E to (See 29/03-74286) (12(397)03 Wollongong) | | | |
| | 10°34'43.2"S 142°13'51.0"E | | | |
| 74295 | 3Ed. 9/19/98 LAST NM 29/03 | | | 35/03 |
| Relocate | Position circle "WIND SOCK" from 10°34'32.4"S 142°13'54.6"E to (See 29/03-74295) (12(397)03 Wollongong) | | | |
| | 10°34'43.2"S 142°13'51.0"E | | | |
| 74510 | 2Ed. 9/13/97 LAST NM 18/03 | | | 35/03 |
| Change | Visibility (range) of light to 16M 20°21.6"S 115°31.5"E (12(398)03 Wollongong) | | | |
| 74515 | 4Ed. 7/5/97 LAST NM 31/03 | | | 35/03 |
| Change | Visibility (range) of light to 16M 20°21.7"S 115°31.5"E (12(398)03 Wollongong) | | | |
| 75132 | 11Ed. 3/19/94 LAST NM 32/03 | | | 35/03 |
| Delete | Building symbol in vicinity 34°46'28.2"S 138°29'04.8"E | | | |
| Change | Characteristic of beacon to F Bu 34°45'53.8"S 138°29'20.6"E Characteristic of beacon to F Bu 34°45'35.3"S 138°29'33.6"E Characteristic of beacon to F Bu 34°45'59.4"S 138°31'09.0"E Characteristic of beacon "24" to F Bu, Fl R 3s 34°46'07.8"S 138°31'07.2"E (12(402)03 Wollongong) | | | |

SECTION I

| | | | |
|-----------------|--|--|--|
| 75142 | 5Ed. 4/27/96 LAST NM 50/02 (Plan B) | 35/03 | Buoy Y, spar 38°18'29.1"S 144°59'29.0"E |
| Change | Characteristic of beacon to F Bu 33°10'24.6"S 138°00'52.8"E | | Buoy Y, spar 38°18'23.8"S 144°59'32.8"E |
| | Characteristic of beacon "56" to F Bu, Fl R 2s 33°10'43.2"S 138°00'52.2"E | | Buoy Y, spar 38°16'08.5"S 145°00'28.6"E |
| | | | Buoy Y, spar 38°16'01.6"S 145°00'36.4"E |
| | | (12(405)03 Wollongong; Aus CH 143) | |
| | | | |
| | | | |
| 75193 | 6Ed. 11/25/95 LAST NM 19/03 (Plan C) | 35/03 | |
| Change | Characteristic of buoy to VQ R 33°10'24.6"S 138°00'52.8"E | 42°50'01.3"S 147°19'29.9"E | |
| | Characteristic of buoy to VQ R 33°10'43.2"S 138°00'52.2"E | 42°49'58.2"S 147°19'27.6"E | |
| | | (See 19/03-75193) | |
| | | (12(403)03 Wollongong) | |
| | | | |
| 75171 | 22Ed. 4/3/99 LAST NM 26/03 (Plan) | 35/03 | |
| Delete | Beacon 38°21'59"S 144°49'55"E | | |
| | Beacon 38°21'56"S 144°50'18"E | | |
| | Beacon 38°21'50"S 144°50'50"E | | |
| | Beacon 38°21'57"S 144°51'20"E | | |
| | Beacon 38°21'29"S 144°51'56"E | | |
| | Beacon 38°21'19"S 144°52'21"E | | |
| | Beacon 38°21'10"S 144°53'03"E | | |
| | Beacon 38°21'02"S 144°53'35"E | | |
| | Beacon 38°20'51"S 144°54'47"E | | |
| | Beacon 38°20'45"S 144°55'28"E | | |
| | Beacon 38°20'28"S 144°55'56"E | | |
| | Beacon 38°20'19"S 144°56'27"E | | |
| | Beacon 38°20'00"S 144°57'07"E | | |
| Add | Beacon Y 38°21'52"S 144°50'25"E | | |
| | Beacon Y 38°21'47"S 144°50'55"E | | |
| | Beacon Y 38°21'38"S 144°51'30"E | | |
| | Beacon Y 38°21'30"S 144°52'02"E | | |
| | Beacon Y 38°21'29"S 144°52'31"E | | |
| | Beacon Y 38°21'23"S 144°52'35"E | | |
| | Beacon Y 38°21'06"S 144°53'49"E | | |
| | Beacon Y 38°20'53"S 144°54'55"E | | |
| | Beacon Y 38°20'43"S 144°55'30"E | | |
| | Beacon Y 38°20'25"S 144°56'25"E | | |
| | Beacon Y 38°20'20"S 144°56'34"E | | |
| | Beacon Y 38°19'13"S 144°58'55"E | | |
| | (Aus CH 143) | | |
| 75173 | 9Ed. 8/8/98 LAST NM 26/03 (Plan) | 35/03 | |
| Delete | Beacon 38°21'30.0"S 144°46'56.4"E | | |
| | Beacon 38°21'36.0"S 144°47'33.6"E | | |
| | Beacon 38°21'43.2"S 144°48'07.2"E | | |
| | Beacon 38°21'43.8"S 144°48'36.0"E | | |
| | Beacon 38°21'52.2"S 144°48'43.2"E | | |
| | Beacon 38°21'58.8"S 144°49'55.2"E | | |
| | Beacon 38°21'56.4"S 144°50'20.4"E | | |
| | Beacon 38°21'47.4"S 144°50'55.8"E | | |
| | Beacon 38°21'28.2"S 144°52'00.0"E | | |
| | Beacon 38°21'13.2"S 144°53'05.4"E | | |
| | Beacon 38°20'51.6"S 144°54'55.2"E | | |
| | Beacon 38°20'45.6"S 144°55'30.6"E | | |
| | Beacon 38°20'30.0"S 144°56'02.4"E | | |
| | Beacon 38°20'19.2"S 144°56'28.0"E | | |
| | Beacon 38°20'02.4"S 144°57'13.2"E | | |
| Relocate | Buoy "3" from 38°20'37.8"S 144°45'55.2"E to 38°20'39.4"S 144°45'52.6"E | | |
| Change | Color of beacon to Y 38°21'38.4"S 144°51'30.0"E | | |
| | Color of beacon to Y 38°21'22.8"S 144°52'34.8"E | | |
| | Color of beacon to Y 38°21'06.0"S 144°53'48.6"E | | |
| Add | Beacon Y 38°21'30.5"S 144°46'58.0"E | | |
| | Beacon Y 38°21'44.2"S 144°48'06.5"E | | |
| | Beacon Y 38°21'52.3"S 144°50'25.0"E | | |
| | Beacon Y 38°21'46.9"S 144°50'55.0"E | | |
| | Beacon Y 38°21'30.4"S 144°52'02.4"E | | |
| | Beacon Y 38°21'29.0"S 144°52'31.0"E | | |
| | Beacon Y 38°20'52.9"S 144°54'59.5"E | | |
| | Beacon Y 38°20'42.5"S 144°55'30.3"E | | |
| | Beacon Y 38°20'25.0"S 144°56'25.0"E | | |
| | Beacon Y 38°20'20.0"S 144°56'34.1"E | | |
| | Beacon Y 38°19'13.3"S 144°58'55.0"E | | |
| | Beacon Y, "X" topmark 38°13'22.5"S 145°01'47.0"E | | |
| | Buoy Y, spar 38°20'00.0"S 144°44'39.7"E | | |
| | Buoy Y, spar 38°20'17.7"S 144°44'57.4"E | | |
| | Buoy Y, spar 38°21'52.5"S 144°48'44.8"E | | |
| | Buoy Y, spar 38°21'59.3"S 144°49'54.4"E | | |
| | Buoy Y, spar 38°21'24.8"S 144°53'25.5"E | | |
| | Buoy Y, spar 38°21'11.8"S 144°54'01.2"E | | |
| | Buoy Y, spar 38°19'19.9"S 144°58'50.0"E | | |
| | Buoy Y, spar 38°18'56.4"S 144°59'14.9"E | | |
| | Buoy Y, spar 38°18'46.8"S 144°59'23.5"E | | |
| | Buoy Y, spar 38°18'38.4"S 144°59'25.4"E | | |
| | | | |
| 75241 | 6Ed. 1/17/98 LAST NM 26/03 (Plan) | 35/03 | |
| Delete | Light (12(392)03 Wollongong) | 37°04'21.0"S 149°54'31.0"E | |
| 94122 | 7Ed. 8/10/96 LAST NM 40/02 (Plan B) | 35/03 | |
| Delete | "QUARANTINE ANCHORAGE" area and legends (2) in vicinity 23°57'45.0"N 121°37'18.0"E | | |
| Add | "QUARANTINE ANCHORAGE" area bound by purple dashed line joining 23°57'25.0"N 121°36'41.5"E 23°58'24.5"N 121°37'16.3"E 23°57'55.5"N 121°37'24.3"E 23°57'25.0"N 121°37'10.6"E | | |
| | (Note: Area extends beyond chart border) | | |
| (Plan D) | | | |
| Delete | "QUARANTINE ANCHORAGE" area and legends (2) in vicinity 23°57'42"N 121°37'18"E | | |
| Add | "QUARANTINE ANCHORAGE" area bound by purple dashed line joining 23°57'22"N 121°36'39"E 23°58'25"N 121°37'16"E 23°57'56"N 121°37'24"E 23°57'25"N 121°37'10"E | | |
| | (27/03 Tso-ying) | | |
| 95138 | 8Ed. 2/5/94 LAST NM 30/03 (Plan) | 35/03 | |
| Delete | Buoy "A" Buoy "B" (See 19/03-95138) (22(356)03 Inchon) | 34°44'36.3"N 127°46'35.3"E 34°44'34.3"N 127°46'44.4"E | |
| 95140 | 15Ed. 10/7/95 LAST NM 33/03 (Plan) | 35/03 | |
| Add | Buoy Y, pillar, "X" topmark, Fl Y 6s (22(352)03 Inchon) | 34°46'34"N 128°53'52"E | |
| 95144 | 9Ed. 5/15/99 LAST NM 24/03 (Plan) | 35/03 | |
| Add | Buoy Y, pillar, "X" topmark, Fl Y 6s (22(352)03 Inchon) | 34°46'34"N 128°53'52"E | |
| 95146 | 14Ed. 5/14/94 LAST NM 32/03 (Plan) | 35/03 | |
| Delete | Buoy "A" Buoy "B" (See 44/02-95146) (22(353)03 Inchon) | 35°02'00"N 128°35'40"E 35°02'00"N 128°35'52"E | |
| 95147 | 13Ed. 5/14/94 LAST NM 32/03 (Plan) | 35/03 | |
| Delete | Buoy "A" Buoy "B" (See 44/02-95147) (22(353)03 Inchon) | 35°02'00.0"N 128°35'40.0"E 35°02'00.0"N 128°35'52.0"E | |
| 95149 | 9Ed. 6/12/99 LAST NM 32/03 (Plan) | 35/03 | |
| Change | Light to Fl(2) G 6s 32m 12M (22(351)03 Inchon, ROK CH 201B) | 35°02'56"N 129°00'25"E 35°03'04"N 129°00'31"E | |
| 95152 | 5Ed. 7/23/94 LAST NM 32/03 (Plan) | 35/03 | |
| Change | Visibility (range) of light to 12M (22(351)03 Inchon) | 35°02'57.0"N 129°00'25.0"E | |

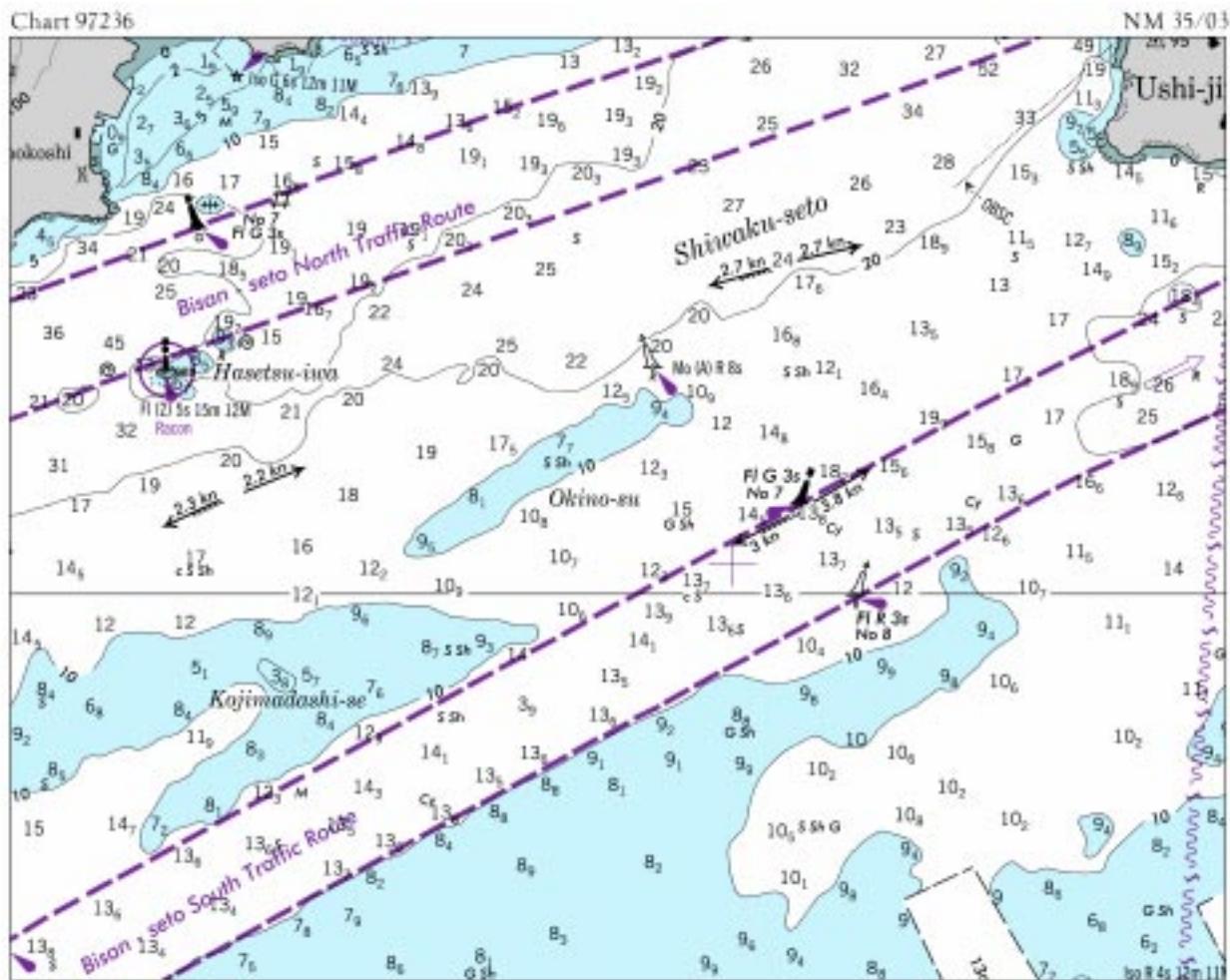
SECTION I

NM 35/03

| | | | | | |
|--------------|---|--|--|--|-------------------------------------|
| 95162 | 2Ed. 2/12/94 LAST NM 30/03 Add Danger circle "Obstn" [K40] (22(348)03 Inchon) | 35/03 37°29'34.6"N 129°08'45.2"E | 97236 | 20Ed. 10/17/98 LAST NM 23/03 Delete Disused submarine cable in vicinity (11(370)03 Tokyo; Jpn CH W137B) | 35/03 34°19'46"N 133°42'00"E |
| 95176 | 2Ed. 2/24/01 LAST NM 30/03 Delete Light (See 11/03-95176) | 35/03 37°25'56.7"N 129°11'47.8"E | Add Chartlet, depicting changes in hydrography and topography, from Subsection I-2 (11(370)03 Tokyo; Jpn CH W137B) | 34°20'18"N 133°44'30"E | |
| | Add Light Fl R 4s 12m 5M (22(349)03 Inchon) | 37°25'56.2"N 129°11'48.1"E | | | |
| 95185 | 2Ed. 2/12/94 LAST NM 10/03 Delete Light | 35/03 37°25'59.9"N 129°11'45.0"E | 97271 | 12Ed. 11/29/97 LAST NM 26/03 Add Fish haven symbol [K46.1] (28(1068)03 Tokyo) | 35/03 33°54'39"N 132°08'00"E |
| | Add Double solid line with land tint (breakwater extension) between (3(30), 22(349)03 Inchon) | 37°25'56.7"N 129°11'47.8"E 37°25'59.0"N 129°11'44.7"E 37°25'56.2"N 129°11'48.1"E | | | |
| 97062 | 12Ed. 12/6/97 LAST NM 34/03 Add Legend "Lesser depths reported (2003)" between | 35/03 38°16'27.0"N 141°06'39.0"E 38°16'27.0"N 141°10'09.0"E | 97277 | 11Ed. 11/27/93 LAST NM 14/03 Add Depth 31 meters "Fish haven" [K46.2] (29(1114)03 Tokyo) | 35/03 33°19'31"N 131°51'55"E |
| | Legend "Lesser depths reported (2003)" between | 38°15'18.0"N 141°06'39.0"E 38°15'18.0"N 141°10'09.0"E | | | |
| | Depth 13.1 meters enclosed by depth contour (20-meter) | 38°15'58.6"N 141°09'18.0"E | 97278 | 11Ed. 4/14/90 LAST NM 20/03 Add Depth 31 meters "Fish haven" [K46.2] (29(1114)03 Tokyo) | 35/03 33°19'31"N 131°51'55"E |
| | Depth 9.2 meters, blue tint and enclosing depth contour (10-meter) | 38°15'57.8"N 141°08'36.0"E | | | |
| | Depth 4.8 meters, blue tint and enclosing depth contour (5-meter) | 38°15'50.6"N 141°08'45.8"E | 97286 | 6Ed. 7/19/97 LAST NM 17/03 Add Depth 11.1 meters (28(1098)03 Tokyo) | 35/03 33°58'28.7"N 130°59'50.9"E |
| | Depth 9.9 meters, blue tint and enclosing depth contour (10-meter) | 38°15'38.1"N 141°08'45.8"E | | | |
| 97083 | 3Ed. 11/29/97 LAST NM 34/03 Add Legend "Lesser depths reported (2003)" between | 35/03 38°15'09.0"N 141°06'40.0"E 38°16'45.0"N 141°06'40.0"E | | | |
| | (27(1039)03 Tokyo) | | | | |
| 97181 | 20Ed. 3/26/94 LAST NM 27/03 Add Depth 15.3 meters (28(1092)03 Tokyo) | 35/03 34°41'50"N 137°07'55"E | | | |
| 97182 | 13Ed. 1/1/94 LAST NM 27/03 Add Depth 15.3 meters | 35/03 34°41'50.3"N 137°07'55.0"E | | | |
| | Depth 9 meters, blue tint and enclosing depth contour (10-meter) | 34°39'54.5"N 137°07'14.0"E | | | |
| 97188 | 2Ed. 6/25/94 LAST NM 27/03 Substitute Depth 9 meters, blue tint and enclosing depth contour (10-meter) for 12.3 meters | 35/03 34°39'42"N 137°07'25"E | | | |
| | Add Depth 15.3 meters | 34°41'38"N 137°08'06"E | | | |
| | Depth 9.7 meters, blue tint and enclosing depth contour (10-meter) | 34°39'53"N 137°08'43"E | | | |
| | Depth 3.2 meters, blue tint and enclosing depth contour (5-meter) | 34°39'44"N 137°08'34"E | | | |
| | (28(1092)03 Tokyo) | | | | |
| 97228 | 15Ed. 1/24/98 LAST NM 29/03 Add Legend "Lesser depths reported (2003)" between | 35/03 34°40'21.0"N 135°26'57.0"E 34°40'26.5"N 135°27'14.0"E | | | |
| | (27(1044)03 Tokyo) | | | | |
| 97233 | 11Ed. 11/27/93 LAST NM 33/03 Delete Disused submarine cable in vicinity (11(370)03 Tokyo; Jpn CH W137B) | 35/03 34°20'00"N 133°42'30"E | | | |

SECTION I

NM 35/03



SECTION I

NM 35/03

Chart 11322 (Side B)

NM 35/03

| FREEPORT HARBOR CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2003 | | | | | | |
|--|----------------------|------------------------|-----------------------|----------------|--------------------|-----------------------------------|
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT) | | | | | PROJECT DIMENSIONS | |
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | MIDDLE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (NAUT. MILES) DEPTH (FEET) |
| CHANNEL FROM DEEP WATER TO SEAWARD END OF JETTY | 43.0 | 46.0 | 42.0 | 4-03 | 400 | 3.7 47 |
| JETTY CHANNEL | 42.0 | 44.0 | 40.0 | 4-03 | 400 | 1.2 45 |
| LOWER TURNING BASIN | 43.0 | 45.0 | 42.0 | 4-03 | 750 | 0.9 45 |
| THENCE TO BRAZOSPORT TURNING BASIN | 46.0 | 48.0 | 46.0 | 1-03 | 400-600 | 0.4 45 |
| BRAZOSPORT TURNING BASIN | 45.0 | 48.0 | 47.0 | 1-03 | 500-1000 | 0.2 45 |
| CHANNEL TO UPPER TURNING BASIN | 45.0 | 48.0 | 47.0 | 1-03 | 280-470 | 0.9 45 |
| BRAZOS HARBOR APPROACH CHANNEL | 39.0 | 41.0 | 40.0 | 1-03 | 200-650 | 0.5 36 |
| BRAZOS HARBOR TURNING BASIN | 36.0 | 38.0 | 40.0 | 1-03 | 750 | 0.1 36 |
| UPPER TURNING BASIN | 46.0 | 48.0 | 48.0 | 1-03 | 600-1190 | 0.2 45 |
| CHANNEL TO STAUFFER TURNING BASIN | 17.0 | 19.0 | 17.5 | 11-88 | 200 | 1.0 25 |
| STAUFFER TURNING BASIN | 18.0 | 18.0 | 16.0 | 11-88 | 500 | 0.1 25 |
| INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION. | | | | | | |
| NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION | | | | | | |

Chart 11342

NM 35/03

| SABINE PASS - SABINE - NECHES CANAL CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JULY 2003 | | | | | | |
|--|----------------------|---------------------|----------------------|-----------------------|--------------------|--|
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | PROJECT DIMENSIONS | |
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | LEFT INSIDE QUARTER | RIGHT INSIDE QUARTER | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) LENGTH (NAUT. MILES) DEPTH (FEET) |
| SABINE PASS: | | | | | | |
| OUTER BAR CHANNEL | 37 | 42 | 39 | 38 | 2-03 | 800 3.0 42 |
| JETTY CHANNEL | 36 | 42 | 42 | 31 | 6-03 | 800-500 3.5 40 |
| PASS CHANNEL | 24 | 28 | 40 | 29 | 6-03 | 500-1150 4.9 40 |
| ANCHORAGE BASIN | 33 | 21 | 11 | 1 | 2-03 | 1500 0.5 40 |
| PORT ARTHUR SHIP CANAL | 36 | 42 | 40 | 36 | 6-03 | 500 4.8 40 |
| JUNCTION PORT ARTHUR-SABINE NECHES CANALS | 31 | 38 | 34 | 33 | 1-03 | 400-1200 1.1 40 |
| ENTRANCE TO PORT ARTHUR | 39 | 41 | 40 | 40 | 5-03 | 282-735 0.2 40 |
| EAST TURNING BASIN | 41 | 41 | 42 | 40 | 5-03 | 370-547 0.3 40 |
| WEST TURNING BASIN | 41 | 41 | 42 | 39 | 5-03 | 350-735 0.3 40 |
| CHANNEL CONNECTING WEST BASIN AND | | | | | | |
| TAYLOR BAYOU TURNING BASIN | 37 | 43 | 42 | 40 | 5-03 | 200-350 0.5 40 |
| TAYLOR BAYOU TURNING BASIN | 27 | 38 | 39 | 35 | 5-03 | 90-1233 0.6 40 |
| SABINE-NECHES CANAL: | | | | | | |
| PORT ARTHUR TO NECHES RIVER | 32 | 37 | 35 | 31 | 2-03 | 400 9.6 40 |
| NECHES RIVER TO SABINE RIVER | 25 | 25 | 23 | 21 | 12-02 | 200 3.9 30 |
| NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION | | | | | | |

SECTION I

NM 35/03

Chart 11343

NM 35/03

| SABINE AND NECHES RIVERS CHANNEL DEPTHS | | | | | | | |
|---|----------------------|---------------------|----------------------|-----------------------|----------------|--------------------|--|
| TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JULY 2003 | | | | | | | |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | | PROJECT DIMENSIONS | |
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | LEFT INSIDE QUARTER | RIGHT INSIDE QUARTER | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (NAUT. MILES) DEPTH MLLW (FEET) |
| SABINE-NECHES CANAL : | | | | | | | |
| PORT ARTHUR TO NECHES RIVER | 32 | 37 | 35 | 31 | 2-03 | 400 | 9.6 40 |
| NECHES RIVER TO SABINE RIVER | 25 | 25 | 23 | 21 | 12-02 | 200 | 3.9 30 |
| NECHES RIVER: | | | | | | | |
| MOUTH TO SMITH BLUFF | 33 | 33 | 32 | 31 | 4-03 | 400 | 8.3 40 |
| TURNING BASIN AT DEER BAYOU | 37 | 34 | 32 | 31 | 4-03 | 700 | 0.2 40 |
| TURNING BASIN AT SMITHS BLUFF | 38 | 35 | 35 | 33 | 4-03 | 1400-400 | 0.2 40 |
| SMITH BLUFF TO BEAUMONT | 30 | 38 | 37 | 30 | 4-03 | 400 | 7.5 40 |
| TURNING BASIN (30°02'12"N, 94°01'58"W) | 36 | 39 | 40 | 38 | 4-03 | 400-1306 | 0.2 40 |
| CHANNEL EXTENSION | 34 | 36 | 34 | 28 | 4-03 | 350 | 0.2 36 |
| MANEUVERING AREA (30°04'44"N, 94°05'05"W) | 30 | 38 | 38 | 32 | 4-03 | 400-1000 | 0.6 40 |
| BEAUMONT TURNING BASIN | 37 | 35 | 36 | 30 | 4-03 | 400-535 | 0.2 34 |
| TURNING BASIN EXTENSION | 32 | 34 | 31 | 25 | 4-03 | 300 | 0.2 34 |
| THENCE TO TRINITY INDUSTRIES | 18 | 22 | 23 | 16 | 4-03 | 200 | 0.6 30 |
| SABINE RIVER: | | | | | | | |
| MOUTH TO ORANGE MUNICIPAL SLIP | 26 | 29 | 30 | 26 | 12-02 | 200 | 6.6 30 |
| ORANGE TURNING BASIN | 26 | 26 | 29 | 28 | 12-02 | 200-1400 | 0.6 30 |
| ORANGE MUNICIPAL SLIP | 24 | 30 | 26 | 20 | 9-02 | 150-200 | 0.5 30 |
| ORANGE MUNICIPAL SLIP TO OLD HIGHWAY BRIDGE SITE | 27 | 29 | 32 | 29 | 12-02 | 200 | 2.2 30 |
| CHANNEL AROUND ORANGE HARBOR ISLAND | 13 | 16 | 20 | 18 | 9-02 | 150-200 | 1.6 25 |
| NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION | | | | | | | |

Chart 11537

NM 35/03

| CAPE FEAR RIVER CHANNEL DEPTHS | | | | | | | |
|---|----------------------|---------------------|----------------------|-----------------------|----------------|--------------------|--|
| TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 2003 | | | | | | | |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | | PROJECT DIMENSIONS | |
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | LEFT INSIDE QUARTER | RIGHT INSIDE QUARTER | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (NAUT. MILES) DEPTH MLLW (FEET) |
| BALDHEAD SHOAL | 34.2 | 36.7 | 30.3 | 21.8 | 6-03 | 500 | 5.0 40 |
| SMITH ISLAND | 42.9 | 43.4 | 44.0 | 43.6 | 2-03 | 500 | 1.0 40 |
| BALDHEAD CASWELL CHANNEL | 42.5 | 45.7 | 45.8 | 45.4 | 6-03 | 500 | 0.4 40 |
| SOUTHPORT CHANNEL | 43.8 | 44.3 | 44.0 | 40.0 | 6-03 | 500 | 1.0 40 |
| BATTERY ISLAND CHANNEL | 44.7 | 44.1 | 44.5 | 31.1 | 6-03 | 500 | 0.5 40 |
| LOWER SWASH | 41.0 | 42.1 | 42.0 | 40.9 | 5-03 | 400 | 1.6 38 |
| SNOWS MARSH | 39.4 | 41.6 | 41.1 | 39.5 | 5-03 | 400 | 3.1 38 |
| HORSESHOE SHOAL | 40.1 | 41.5 | 41.0 | 40.0 | 2-03 | 400 | 1.2 38 |
| REAVES POINT | 42.8 | 42.4 | 41.7 | 42.6 | 5-03 | 400 | 1.2 38 |
| LOWER MIDNIGHT | 35.7 | 38.0 | 39.0 | 37.2 | 12-02;4-03 | 400 | 1.6 38 |
| UPPER MIDNIGHT | 18.8 | 34.0 | 37.0 | 33.8 | 5-03 | 400 | 2.7 38 |
| LOWER LILLIPUT | 38.3 | 38.0 | 38.5 | 36.7 | 5-03 | 400 | 1.9 38 |
| UPPER LILLIPUT | 44.0 | 43.6 | 43.7 | 42.1 | 4-03 | 400 | 1.9 38 |
| KEG ISLAND | 41.6 | 43.5 | 43.6 | 36.6 | 4-03 | 400 | 1.4 38 |
| BIG ISLAND LOWER | 32.9 | 38.9 | 41.0 | 26.0 | 4-03 | 400 | 0.8 38 |
| BIG ISLAND UPPER | 37.7 | 41.2 | 39.5 | 33.1 | 4-03 | 400 | 0.5 38 |
| LOWER BRUNSWICK | 41.6 | 43.1 | 42.5 | 37.0 | 4-03 | 400 | 1.6 38 |
| UPPER BRUNSWICK | 41.8 | 43.4 | 45.2 | 43.0 | 4-03 | 400 | 1.0 38 |
| FOURTH EAST JETTY | 42.8 | 43.0 | 43.1 | 40.7 | 3-03 | 400 | 1.2 38 |
| BETWEEN CHANNEL | 35.1 | 39.7 | 39.4 | 36.1 | 4-03 | 550 | 0.8 38 |
| ANCHORAGE BASIN & APP CHANNEL | 29.1 | 32.8 | 36.8 | 33.9 | 5-03 | 450-1090 | 1.3 38 |
| HWY 74-76 TO BATTLESHIP | 26.7 | 33.7 | 35.5 | 28.3 | 11-02 | 400 | 0.6 32 |
| BATTLESHIP TO HWY 117 INCLUDING TURNING BASIN | 9.0 | 29.4 | 31.4 | 18.6 | 11-02 | 190-850 | - 32 |
| HWY 117 TO HILTON BR | 27.7 | 27.9 | 31.2 | 30.8 | 11-02 | 200-400 | 0.5 32 |
| THENCE TO END OF PROJECT AT 34°16'36"N, 77°57'01"W | 22.9 | 22.6A | 20.8B | 17.5C | 11-02 | 200 | 1.2 25 |
| TURNING BASIN | 20.9 | 21.1 | 17.2 | 12.8 | 11-02 | 500 | 0.1 25 |
| A. EXCEPT FOR SHOALING TO 17.3 FEET FOR THE LAST 150 FEET OF THE PROJECT. B. EXCEPT FOR SHOALING TO 10.1 FEET FOR THE LAST 150 FEET OF THE PROJECT. C. EXCEPT FOR SHOALING TO 10.7 FEET FOR THE LAST 250 FEET OF THE PROJECT. | | | | | | | |
| NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION | | | | | | | |

SECTION I

NM 35/03

Chart 11545

NM 35/03

| MOREHEAD CITY HARBOR CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 2003 | | | | | | | |
|---|----------------------|---------------------|----------------------|-----------------------|----------------|--------------------|--|
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | | PROJECT DIMENSIONS | |
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | LEFT INSIDE QUARTER | RIGHT INSIDE QUARTER | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (NAUT. MILES) DEPTH (FEET) MLLW |
| BEAUFORT INLET CHANNEL FROM 2000 FT NORTH OF LTD. BUOY '8' | 44.1 | 45.0 | 45.2 | 42.4 | 2-3-03 | 450-800 | 2.26 47 |
| CUTOFF CHANNEL | 48.0 | 48.7 | 45.4 | 41.4 | 2-3-03 | 600 | 0.38 42 |
| MOREHEAD CITY CHANNEL TURNING BASIN | 33.4 | 42.5 | 42.2 | 37.9 | 6-03 | 400 | 1.10 40 |
| EAST LEG | 44.9 | 43.6 | 44.5 | 43.2 | 3-03 | 400-870 | 0.78 40 |
| WEST LEG | 34.8 | 36.1 | 38.2 | 39.5 | 3-03 | 800-3000 | 0.59 35 |

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11547

NM 35/03

| MOREHEAD CITY HARBOR CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 2003 | | | | | | | |
|---|----------------------|---------------------|----------------------|-----------------------|----------------|--------------------|--|
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | | PROJECT DIMENSIONS | |
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | LEFT INSIDE QUARTER | RIGHT INSIDE QUARTER | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (NAUT. MILES) DEPTH (FEET) MLLW |
| BEAUFORT INLET CHANNEL FROM 2000 FT NORTH OF LTD. BUOY '8' | 44.1 | 45.0 | 45.2 | 42.4 | 2-3-03 | 450-800 | 2.26 47 |
| CUTOFF CHANNEL | 48.0 | 48.7 | 45.4 | 41.4 | 2-3-03 | 600 | 0.38 42 |
| MOREHEAD CITY CHANNEL TURNING BASIN | 33.4 | 42.5 | 42.2 | 37.9 | 6-03 | 400 | 1.10 40 |
| EAST LEG | 44.9 | 43.6 | 44.5 | 43.2 | 3-03 | 400-870 | 0.78 40 |
| WEST LEG | 34.8 | 36.1 | 38.2 | 39.5 | 3-03 | 800-3000 | 0.59 35 |

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 12252

NM 35/03

| JAMES RIVER TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS SURVEYS TO MAR 2003 | | | |
|--|-------------------|--------------|----------------|
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | |
| NAME OF CHANNEL | DEPTH MLLW (FEET) | WIDTH (FEET) | DATE OF SURVEY |
| HOPEWELL TO RICHMOND DEEPWATER TERMINAL 37°27'05.0"N, 77°25'07.4"W | 24.7 | 200 | 6-01 |
| CHANNEL ADJOINING TURNING BASIN | 21.7 | 200 | 3-03 |
| TURNING BASIN | 22.2 | 385 | 3-03 |
| THENCE TO RICHMOND HARBOR TURNING BASIN | 16.9 | 200 | 10-88-2-00 |
| TURNING BASIN | 9.6 | 140-175 | 3-03 |
| THENCE TO THE LOCKS | 7.7 | 200 | 3-03 |

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS
SUBSEQUENT TO THE ABOVE

SECTION I

NM 35/03

Chart 12311

NM 35/03

| CHRISTINA RIVER CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2003 | | | | | | |
|--|----------------------|------------------------|-----------------------|----------------|--------------------|----------------------|
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT CHRISTINA RIVER DATUM | | | | | PROJECT DIMENSIONS | |
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | MIDDLE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (NAUT. MILES) |
| ENTRANCE CHANNEL TO THE UPPER END OF THE TURNING BASIN | 36.7 | 36.3 | 36.6 | 5-03 | 500-340 | 0.70 38 |
| THENCE TO THE LOBDELL CANAL TURNING BASIN (OPPOSITE TERMINAL WHARF) | 35.0 | 24.1 | 30.7 | 5-03 | 400 | 0.33 35 |
| 38.6 | 38.5 | 38.6 | 5-03 | 320 | 0.34 | 38 |

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 12369

NM 35/03

| BRIDGEPORT AND BLACK ROCK HARBORS - CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2003 AND SURVEYS TO MAR 2000 | | | | | | |
|--|----------------------|------------------------|-----------------------|----------------|--------------------|----------------------------------|
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | PROJECT DIMENSIONS | |
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | MIDDLE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (NAUT. MILES) MLLW (FEET) |
| BRIDGEPORT ENTRANCE CHANNEL | 30.0 | 31.1 | 29.3 | 7-97-3-00 | 400 | 2.5 35 |
| BRIDGEPORT REACH | 25.0 | 26.5 | 24.4 | 1,2,3-00 | 400-600 | 0.9 35 |
| PEQUONNOCK RIVER | | | | | | |
| LOWER REACH | A10.9 | 13.9 | 10.9 | 11-92 | 69-300 | 0.5 18 |
| UPPER REACH | B 8.9 | C 8.0 | D 8.0 | 11-92 | 69-125 | 0.4 18 |
| JOHNSONS CREEK | | | | | | |
| ENTRANCE CHANNEL | 10.9 | 9.2 | E 9.4 | 3-00 | 200-350 | 0.7 15 |
| NEWFIELD REACH | 9.9 | 9.0 | 6.6 | 7-90-3-00 | 100 | 0.2 9 |
| YELLOW MILL CHANNEL | | | | | | |
| LOWER REACH | 11.3 | 15.2 | 10.6 | 7-90 | 200-100 | 0.3 18 |
| MIDDLE REACH | 13.7 | 16.1 | 14.4 | 7-90 | 200-100 | 0.3 18 |
| UPPER REACH | F 12.1 | G 13.2 | 2.4 | 7-90 | 150 | 0.3 18 |
| BLACK ROCK ENTRANCE CHANNEL | 11.0 | 14.1 | 14.7 | 11-91 | 150 | 1.1 18 |
| BLACK ROCK REACH | 9.9 | 14.2 | 10.4 | 11-91 | 150 | 0.6 18 |
| CEDAR CREEK CHANNEL | 13.8 | 15.6 | 15.0 | 11-91 | 200-150 | 0.4 18 |
| WEST BRANCH | 14.8 | 15.1 | 15.0 | 11-91 | 100 | 0.3 18 |
| EAST BRANCH | H 15.9 | H 16.3 | H 15.5 | 11-91 | 100 | 0.2 18 |

A. EXCEPT FOR SHOALING TO 3.6 FEET NEAR WEST CHANNEL LIMIT ABOUT 450-560 FEET UPSTREAM FROM THE ROUTE 95 HIGHWAY BRIDGE; AND SCATTERED SHOALING TO 4.2 FEET NEAR WEST CHANNEL LIMIT 350-450 FEET UPSTREAM OF CONGRESS STREET BRIDGE.
 B. EXCEPT FOR SCATTERED SHOALING TO 3.3 FEET WITHIN 30 FEET OF WEST LIMIT NEAR UPSTREAM END OF THE PROJECT.
 C. EXCEPT FOR SCATTERED SHOALING TO 2.8 FEET WITHIN 90 FEET OF WEST LIMIT ABOUT 300 FEET FROM THE END OF PROJECT.
 D. EXCEPT FOR SCATTERED SHOALING TO 2.2 FEET WITHIN 30 FEET OF EAST LIMIT ABOUT 300 FEET FROM THE END OF PROJECT.
 E. EXCEPT FOR SHOALING TO 3.7 FEET AT 41°09'56.0"N, 73°10'02.3"W.
 F. EXCEPT FOR SHOALING TO 0.1 FEET AT THE UPSTREAM END OF THE PROJECT.
 G. EXCEPT FOR SHOALING TO 4.3 FEET AT THE UPSTREAM END OF THE PROJECT.
 H. EXCEPT FOR SHOALING TO 5.6 FEET THE LAST 200 FEET OF THE CHANNEL.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SECTION II**NM 35/03****NIMA HYDROGRAPHIC PRODUCTS CATALOG CORRECTIONS**

| Note: Underlining indicates that column in which a correction has been made or new information added. | | | | | Edition | | Price Category | Page(s) | NTM |
|---|--|------------|-----------|-------------|---------|---------|----------------|---------|-----|
| NIMA Ref. No. (National Stk. No.) | Title | Scale = 1: | No. | Date | | | | | |
| REGION 1 | | | | | | | | | |
| 11XCO11371 (7642014010215) | <u>Lake Borgne and Approaches (LORAN-C)</u> | 80,000 | <u>36</u> | <u>6/03</u> | NOS | 1-13,94 | 35/03 | | |
| 12AHA12221 (7642014010300) | Chesapeake Bay Entrance (LORAN-C) | 80,000 | <u>74</u> | <u>5/03</u> | NOS | 1-94 | 35/03 | | |
| 12AHA12253 (7642014010314) | Norfolk Harbor and Elizabeth River | 20,000 | <u>43</u> | <u>6/03</u> | NOS | 1-94 | 35/03 | | |
| 12AHA12263 (7642014010318) | Chesapeake Bay-Cove Point to Sandy Point (LORAN-C) | 80,000 | <u>52</u> | <u>6/03</u> | NOS | 1-94 | 35/03 | | |
| 12AHA12277 (7642014010328) | <u>Chesapeake and Delaware Canal</u> <u>Continuation: Salem River</u> | 20,000 | <u>32</u> | <u>7/03</u> | NOS | 1-21,95 | 35/03 | | |
| 12AHA12313 (7642014010333) | Philadelphia and Camden Waterfronts Continuation to Bramell Point | 15,000 | <u>49</u> | <u>7/03</u> | NOS | 1-95 | 35/03 | | |
| 12AHA12326 (7642014010329) | Fire Island Light to Sea Girt (LORAN-C) | 80,000 | <u>49</u> | <u>6/03</u> | NOS | 1-95 | 35/03 | | |

Price Categories effective 1 October 2002

| | | | |
|------------|-----------|-----------|------------|
| A 17.75 | E 9.00 | G 4.50 | I 26.25 |
| D 10.75 | F 9.00 | H 2.50 | R 2.50 |

CHS Canadian Hydrographic Service

DS Distribution Limited

GPO Government Printing Office

NOS National Ocean Service

* Not for sale or reproduction outside U.S.A.

To locate the nearest NOS Sales Agents in your area, go to - <http://acc.nos.noaa.gov/Naut/NautAgents.html>

Note: New editions cancel former editions. They include corrections published in the Notice to Mariners prior to the effective date of the new editions and/or important corrections from other sources. Mariners are warned against the use of obsolete charts and publications as new editions contain information essential to safe navigation; however, such new editions are not valid until their availability is announced in the weekly Notice to Mariners.

For questions concerning the availability and distribution of announced charts, users should contact the Defense Logistics Agency (DLA) at 1-800-826-0342 or 804-279-6500; DSN 695-6500; Fax 804-279-6524.

NAVIGATION PUBLICATIONS

SAILING DIRECTIONS CORRECTIONS

PUB 124 8 Ed 2001 LAST NM 32/03

Page 124—Lines 39 to 41/R; read:

Buenos Aires Airport is on the coast immediately NW of Puerto Nuevo.

(US NM 18/24053/03) 35/03

Page 139—Lines 25 to 26/R; read:

Monte Hermoso (38°59'S., 61°41'W.) is 20 miles W of Recalada Light.

(US NM 17/23121/03) 35/03

PUB 153 9 Ed 2000 LAST NM 32/03

Page 25—Line 32/L; read:

island; a second light stands about 1 mile NW.

(US NM 42/21014/02) 35/03

PUB 172 9 Ed 2001 LAST NM 34/03

Page 82—Line 55/R to Page 83—Line 7/R; read:

Depths—Limitations.—The berthing facilities at Al Aqabah handle a variety of cargo types and stretch from the head of the gulf to the Jordan-Saudi Arabia border. From N to S, the facilities are divided into the main port, the container port, and the industrial port.

The main port offers 12 berths to vessels handling general, grain, or bulk solid commodities, as follows:

1. Berth No. 1 to Berth No. 6, located on the outer face of the General Cargo Wharf, have a total length of 1,060m. The berths have alongside depths of 10 to 13m and can accommodate vessels up to 40,000 dwt.

2. Berth No. 7 to Berth No. 9 each have a length of 150m, with alongside depths of 5.4 to 8.0m. The berths can accommodate vessels from 3,000 to 8,000 dwt.

3. Berth No. 10, the lighter quay, is 280m long, with depths of 1.5 to 3.5m alongside.

4. Phosphate Berth A, close S of the General Cargo Berth, is a dolphin-type berth, 210m long, which can accommodate vessels up to 20,000 dwt. Petroleum is also handled at this berth, but only during daylight hours.

5. Phosphate Berth B, close S of Phosphate Berth A, is 180m long, with dolphins situated about 60m off each end. Vessels up to 100,000 dwt, with a maximum draft of 14.4m, can be accommodated.

The container port consists of two floating berths, a dolphin berth, and a container facility, as follows:

1. Mo'ta Floating Berth, about 2 miles SSW of Phosphate Berth B, is 150m long. It can accommodate vessels up to 40,000 dwt, with a maximum length of 150m and a maximum draft of 15m.

2. Moshterak Berth can accommodate vessels up to 70,000 dwt, with a maximum length of 250m and a maximum draft of 11.8m.

3. The Container Terminal, located just S of Moshterak Berth, is a 540m long quay. It can accommodate

vessels up to 55,000 dwt, with a maximum length of 230m and a maximum draft of 14m.

A ro-ro berth, which is 40m long and is located on the N end of the Container Terminal, can accommodate vessels up to 25,000 dwt, with a maximum length of 180m and a maximum draft of 10m.

4. Yarmout Floating Berth, situated about 0.2 mile S of the container terminal, handles passenger, container, and ro-ro traffic. The berth has a length of 150m; vessels up to 170m long, with a maximum draft of 10m, can be accommodated if the smaller berths on the N and S end of the facility are not occupied.

The industrial port consists of an oil facility, a timber facility, and a fertilizer facility, as follows:

1. Aqaba Oil Terminal consists of a four dolphins situated at the W end of a 150m long approach arm. Vessels up to 400,000 dwt, with a maximum length of 370m and a maximum draft of 25m, can be accommodated. A vessel should arrive fully inerted.

Tankers intending to use the Aqaba Oil Terminal must inform the Port Authorities by cable or letter at least 15 days prior to arrival. Their ETA should be confirmed 5 days before arrival and every day thereafter. Tankers can only berth and unberth during daylight hours and tugs must be used.

2. The Timber Berth, 80m long, can accommodate vessels up to 8,000 dwt, with a maximum length of 120m and a maximum draft of 6.8m.

3. The Jordan Fertilizer Industry Jetty is L-shaped, with the outer portion about 285m long. Berth information is, as follows:

a. The Outer Berth (West Berth) is 220m long. Bulk carriers up to 50,000 dwt, with a maximum length of 230m, a maximum draft of 15m, and a maximum height of 23m above the waterline can be accommodated.

b. The Inner Berth (East Berth) can accommodate bulk carriers up to 30,000 dwt, with a maximum length of 190m, a maximum draft of 11m, and a maximum height of 23m above the waterline.

Vessels intending to berth at here should send their ETA 7 days prior to arrival, repeating it 96 hours, 72 hours, 48 hours, and 24 hours prior to arrival.

(US CH 62225; BA NP 63; Fairplay; Guide to Port Entry; Lloyd's Ports) 35/03

Page 83—Line 20/R; insert after:

A power station stands 1 mile S of Phosphate Berth B; two water intake structures stand offshore, about 100m WNW of the power station.

(NIMA) 35/03

PUB 194 9 Ed 2002 LAST NM 33/03

Page 30—Line 26/L; read:

Light and is marked at the N side by a lighted buoy.

(BA NP 18) 35/03

PUB 194 (Continued)

Page 30—Lines 1 to 10/R; read:

bank fronting the S side of Samso. Vessels leaving Route T can approach this passage from NW of Rosnaes Puller Light. They may also approach it from SSW of the light by passing between Falkse Bolsaks and Bolsaks.

A new Deep Water Route leads W and SW between the N side of Lillegrund and the detached shoal, with a depth of 5.6m, lying about 1.5 miles N. From a position located 4 miles SSW of Rosnaes Puller Light, vessels may leave Route T and proceed WSW for about 5 miles to the E entrance of the channel. The fairway is marked by buoys and has a least depth of 15.7m.

(BA NP 18)

35/03

COAST PILOT CORRECTIONS

**COAST PILOT 2 32 Ed 2003 Change No. 17
LAST NM 33/03**

Page 1—Paragraph 2, line 4; read:

<http://nauticalcharts.noaa.gov/>. A subscription to the Local ...

(NOS/03)

35/03

Page 123—Paragraph 1892; insert after:

§165.9 Geographic application of limited and controlled access areas and regulated navigation areas.

(a) *General.* The geographic application of the limited and controlled access areas and regulated navigation areas in this part are determined based on the statutory authority under which each is created.

(b) *Safety zones and regulated navigation areas.* These zones and areas are created under the authority of the Ports and Waterways Safety Act, 33 U.S.C. 1221–1232. Safety zones established under 33 U.S.C. 1226 and regulated navigation areas may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(c) *Security zones.* These zones have two sources of authority—the Ports and Waterways Safety Act, 33 U.S.C. 1221–1232, and the Act of June 15, 1917, as emended by both the Magnuson Act of August 9, 1950 (“Magnuson Act”), 50 U.S.C. 191–195, and sec. 104 the Maritime Transportation Security Act of 2002 (Pub. L. 107-295, 116 Stat. 2064). Security zones established under either 33 U.S.C. 1226 or 50 U.S.C. 191 may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(d) *Naval vessel protection zones.* These zones are issued under the authority of 14 U.S.C. 91 and 633 and may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 3 nautical miles from the baseline.

(FR 7/18/03)

35/03

COAST PILOT 5

**30 Ed 2003 Change No. 31
LAST NM 32/03**

Page 387—Paragraph 73, lines 3 to 6; read:
private daybeacons and, in June 2002, was reported to have an approach depth of 4 feet. Gasoline is available. A lift can handle crafts to 23 feet for storage and ...

(CL 2150/02)

35/03

Page 387—Paragraph 74, lines 4 to 6; read:
marinas are at the W end of the bridge. Gasoline, water, ice, dry storage and marine supplies are available. A 9-ton lift is available for hull, engine, and electronic ...

(CL 1017/03; CL 1064/03)

35/03

Page 387—Paragraph 83, lines 4 to 9; read:
feet; thence in 2001, 3 feet was reported in the bayou. A highway bridge over the bayou has a 32-foot fixed span with a clearance of 7 feet. A boatyard near the head of Whitaker Bayou has water and a marine railway that can handle craft to 70 tons or 60 feet; hull, engine and electronic repairs can be made.

(CL 2067/01)

35/03

Page 387—Paragraph 85, lines 3 to 10; read:
depth of 4.5 feet in May 2003, leads to a marina. Berths with electricity, gasoline, diesel fuel, water, ice and pump-out station are available. U.S. Route 41 fixed highway bridge and a fixed pipeline bridge cross Bowlees Creek about 0.5 mile above its mouth. Each has a horizontal clearance of 27 feet and a vertical clearance of 10 feet. An overhead power cable close W of the highway bridge has a clearance of 27 feet. On the E side of the bridge, a boatyard has dry storage and a 5-ton lift available.

(CL 2067/01; CL 856/03;

CL 1017/03; NOS 11425)

35/03

Page 387—Paragraph 89, lines 5 to 6; read:
where gasoline, water, ice, dry storage, marine supplies, a 10-ton lift, and engine repairs are available.

(CL 855/03)

35/03

Page 388—Paragraph 91, lines 6 to 15; read:
A marina is at the W end and just S of the bridge. Berths with electricity, gasoline, diesel fuel, pump-out station, wet and dry storage, water, ice, marine supplies and a 7-ton forklift are available. Hull, engine and electronic repairs can be made. **Cortez Coast Guard Station** is near the E end of the bridge. There are several fish wharves at the E end of the bridge at which party fishing boats moor. Numerous small-craft facilities are at Cortez. (See the small-craft facilities tabulation on chart 11425 for services and supplies available.)

(CL 1076/03; NOS 11425)

35/03

Page 388—Paragraph 92, line 9; read:
fixed spans with clearance of 10 feet. A marina on Perico Island, close N of the highway bridge over Anna Maria Sound, has berths, gasoline, water, ice, dry storage, marine

COAST PILOT 5 (Continued)

supplies and a 6-ton forklift. Hull, engine, and electronic repairs can be made.

(CL 1074/03)

35/03

Page 388—Paragraphs 93 to 94; read:

Anna Maria is a small village at the N end of Anna Maria Island. Several marinas and boatyards are on Anna Maria Island N of the State Route 64 highway bridge. (See the small-craft facilities tabulation on chart 11425 for services and supplies available.)

(CL 1074/03; CL 1095/03)

35/03

Page 452—Paragraph 11, line 1; read:

Seattle: Director, Marine Operations Center (Pacific), National Ocean ...

(CL 1200/03)

35/03

COAST PILOT 5 30 Ed 2003 Change No. 32

Page 216—Paragraph 235, lines 4 to 6; read:

mainland. The bridge has a clearance of 6 feet. In February 2002, 6 feet was reported in the approach to the marina. Local knowledge is recommended.

(CL 902/02)

35/03

Page 216—Paragraph 238, lines 3 to 7; read:

it, leads to a basin 500 feet long and 200 feet wide. A marina in the basin has gasoline, diesel fuel, electricity, water, ice, marine supplies, wet and dry storage, and pump-out station; hull, engine, and electronic repairs are available. In November 2002, 5 feet was reported in the approach and alongside the marina.

(CL 2259/02)

35/03

Page 217—Paragraph 252, lines 2 to 4; read:

with gasoline, diesel fuel, berthing with electricity, ice, water and a pump-out station. In 2002, the reported approach and alongside depths were 8 feet.

(CL 2271/02)

35/03

Page 217—Paragraph 256; read:

A privately marked channel leads to a marina in Cape Coral Yacht Basin just W of Redfish Point. In November 2002, the reported approach and alongside depths to the marina were 5 feet. Berths with electricity, gasoline, diesel fuel, water, ice, launching ramps, and a pump-out station are available; hull and engine repairs can be made. VHF-FM channel 16 is monitored; telephone, 239-574-0809.

(CL 2175/02)

35/03

Page 217—Paragraph 260; read:

A privately marked channel leads to a marina about 0.5 mile NE of Deep Lagoon. The marina has gasoline, diesel fuel, water, ice, marine supplies, a pump-out station and launching ramp; minor engine repairs can be made. In 2001, the reported approach and alongside depths were 5 feet.

(CL 932/01)

35/03

Page 217—Paragraph 263, lines 3 to 6; read:

Bridge. A marina in the basin has berths with electricity, a pump-out station, and wet storage. In November 2002, the reported approach depth to the marina was 5 feet.

(CL 2231/02)

35/03

Page 279—Paragraph 268, lines 3 to 5; read:

water, ice, a launching ramp, open and dry storage, pump-out station, marine supplies and complete engine and hull repairs. A 110-foot marine railway and a 70-ton fixed lift are also available.

(CL 2266/02)

35/03

Page 283—Paragraph 326, lines 5 to 11; read:

the entrance. In December 2002, a reported depth of 3 feet could be carried to the marina. An obstruction covered about 3 feet was reported in about 30°18'46"N., 89°17'37"W.; caution is advised. Berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, a launching ramp, dry storage and marine supplies are available at the marina. Engine repairs can be made. Above the marina ...

(CL 2269/02)

35/03

Page 283—Paragraph 335, lines 4 to 6; read:

A boatyard on the S side of the Jourdan River, between Joes Bayou and Watts Bayou, has a 50-ton lift for boat storage or hull, engine and electronic repairs.

(CL 2273/02)

35/03

Page 283—Paragraph 336, lines 2 to 7; read:

November 2002, the unmarked channel leading to the marina about a mile above the mouth had a reported controlling depth of about 5 feet. Berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, a launching ramp, and marine supplies are available. Craft to 30 feet can be hauled out on a trailer for hull, engine and electronic repairs or covered storage.

(CL 2266/02)

35/03

Page 385—Paragraph 26, lines 3 to 5; read:

Island. In 1986, 6 feet was reported available in the channel. The marina has berths with electricity, gasoline, diesel fuel, water, ice, a pump-out station, and marine supplies.

(DB 1176; NOS 11427)

35/03

COAST PILOT 5 30 Ed 2003 Change No. 33

Page 58—Paragraph 559, lines 6 to 7; read:

Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

(FR 7/1/03)

35/03

Page 59 to Page 60; strike out.

(FR 7/1/03)

35/03

Page 91—Paragraph 1774, line 4; read:

be recommended.

Navigable waters means all navigable waters of the United

COAST PILOT 5 (Continued)

States including the territorial sea of the United States, extending to 12 nautical miles from United States baselines, as described in Presidential Proclamation No. 5928 of December 27, 1988.

(FR 7/1/03)

35/03

Page 91—Paragraphs 1776 to 1780; read:

Vessel Movement Center (VMC) means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or sector within such an area. The VMC does not necessarily have the capability or qualified personnel to interact with marine traffic, nor does it necessarily respond to traffic situations developing in the area, as does a Vessel Traffic Service (VTS).

Vessel Movement Reporting System (VMRS) means a mandatory reporting system used to monitor and track vessel movements. This is accomplished by a vessel providing information under established procedures as set forth in this part in the areas defined in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

Vessel Movement Reporting System (VMRS) User means a vessel, or an owner, operator, charterer, Master, or person directing the movement of a vessel that is required to participate in a VMRS.

(FR 7/1/03)

35/03

Page 92—Paragraph 1819, line 1; read:

(b) If, in a specific circumstance, a VTS User is unable to ...

(FR 7/1/03)

35/03

Page 92—Paragraph 1820 to Paragraph 1822, line 1; read:

(c) When not exchanging voice communications, a VTS User must maintain a listening watch as required by §26.04(e) of this chapter on the VTS frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicated in the English language.

Note to §161.12(c): As stated in 47 CFR 80.148(b), a very high frequency watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

(d) As soon as practicable a VTS User shall notify the VTS ...

(FR 7/1/03)

35/03

Page 95—Paragraph 1840, lines 2 to 5; read:

system used to monitor and track vessel movements within a VTS or VMRS area. This is accomplished by requiring that vessels provide information under established procedures as set forth in this part, or as directed by the Center.

(FR 7/1/03)

35/03

Page 95—Paragraph 1841, line 4 to Paragraph 1843; read: the VMRS. These reports are consolidated into three reports (sailing plan, position, and final).

§161.16 Applicability.

Unless otherwise stated, the provisions of this subpart apply to the following vessels and VMRS Users:

(FR 7/1/03)

35/03

Page 95—Paragraph 1847 to Paragraph 1850, line 1; read:

§161.17 Definitions.

As used in the subpart:

Center means a Vessel Traffic Center or Vessel Movement Center.

Published means available in a widely-distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

§161.18 Reporting requirements.

(a) A Center may: (1) Direct a vessel to provide any of the ...

(FR 7/1/03)

35/03

Page 95—Paragraph 1853, lines 2 to 4; read:

as is practicable on the frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

(FR 7/1/03)

35/03

Page 95—Paragraph 1854, lines 3 to 4; read:

chapter on the frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In ...

(FR 7/1/03)

35/03

Page 95—Paragraph 1855, line 6 to Paragraph 1856, line 1; read:

designated VTS frequency.

(d) A vessel must report:

(1) Any significant deviation from its Sailing Plan, as defined in §161.19, or from previously reported information; or

(2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.

(e) When reports required by this part include time information, ...

(FR 7/1/03)

35/03

Page 95—Paragraphs 1867 to 1875; read:

(a) Upon point of entry into a VMRS area;

(b) At designated points as set forth in Subpart C; or

(c) When directed by the Center.

§161.21 Automated reporting.

(a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in Table 161.12(c) of this part.

COAST PILOT 5 (Continued)

(b) Should an AIS become non-operational, while or prior to navigating a VMRS area, it should be restored to operating condition as soon as possible, and, until restored a vessel must:

- (1) Notify the Center;
- (2) Make voice radio Position Reports at designated reporting points as required by §161.20(b) of this part; and

(3) Make any other reports as directed by the Center.
(FR 7/1/03) 35/03

COAST PILOT 5 **30 Ed 2003** **Change No. 34**

Page 93 to Page 94; read:

TABLE 161.12(C).—VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas

| Center MMSI ¹ Call Sign | Designated frequency (Channel designation)— purpose ² | Monitoring area ^{3, 4} |
|--|---|--|
| Berwick Bay—003669950 <i>Berwick Traffic</i> | 156.550 MHz (Ch. 11) | The waters south of 29°45'N., west of 91°10'W., north of 29°37'N., and east of 91°18'W. |
| Houston-Galveston— 003669954 | | The navigable waters north of 29°N., west of 94°20'W., south of 29°49'N., and east of 95°20'W. |
| <i>Houston Traffic</i> | 156.550 MHz (Ch. 11) 156.250 MHz (Ch. 5A)— For Sailing Plans only | The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.) |
| <i>Houston Traffic</i> | 156.600 MHz (Ch. 12) 156.250 MHz (Ch. 5A)— For Sailing Plans only | The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.) |
| Los Angeles/Long Beach: MMSI/To be determined <i>San Pedro Traffic</i> | 156.700 MHz (Ch. 14) | <i>Vessel Movement Reporting System Area:</i> The navigable waters within a 25 nautical mile radius of Point Fermin Light (33°42.3'N., 118°17.6'W.) |
| Louisville: Not applicable <i>Louisville Traffic</i> | 156.650 MHz (Ch. 13) | The waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above. |
| Lower Mississippi River ⁵ — 0036699952 | | |
| <i>New Orleans Traffic</i> | 156.700 MHz (Ch. 14) | The navigable waters of the Lower Mississippi River below 30°38.7'N., 91°17.5'W. (Port Hudson Light at 255 miles Above Head of Passes (AHP)), the Southwest Pass, and, within a 12 nautical miles radius around 28°54.3'N., 89°25.7'W. (Southwest Pass Entrance Light at 19.9 miles Below Head of Passes). |
| <i>New Orleans Traffic</i> | 156.600 MHz (Ch. 12) | <i>New Orleans Sector.</i> The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular at 29°56.4'N., 90°08.36'W. and on the south by a line drawn perpendicularly at 29°56.24'N., 89°59.86'W. (88 and 106 miles AHP). |

COAST PILOT 5 (Continued)

| | | |
|---|--|---|
| New York—003669951 <i>New York Traffic</i> | 156.550 MHz (Ch.11)—For Sailing Plans only 156.600 MHz (Ch. 12)—For vessels at anchor | The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.9'N.; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40°43.7'N., longitude 74°01.6'W., in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River. |
| <i>New York Traffic</i> | 156.700 MHz (Ch. 14) | The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entrance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort PT, NJ; then north including the waters of the Upper New York Bay south of 40°42.40'N. (Brooklyn Bridge) and 40°43.70'N. (Holland Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40°38.25'N. (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40°41.95'N. (Lehigh Valley Draw Bridge). |
| <i>New York Traffic</i> | 156.600 MHz (Ch. 12) | The navigable waters of the Raritan Bay south to a line drawn at latitude 40°26'N.; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40°28.25'N. (Arthur Kill Railroad Bridge); including the waters of the East River north of 40°42.40'N. (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River. |
| Port Arthur ⁵ —003669955 <i>Sabine Traffic</i> | To be determined | The navigable waters south of 30°10'N., east of 94°20'W., west of 93°22'W. and, north of 29°10'N. |
| Prince William Sound—003669958 <i>Valdez Traffic</i> | 156.650 MHz (Ch. 13) | The navigable waters south of 61°05'N., east of 147°20'W., north of 60°N., and west of 146°30'W.; and, all navigable waters in Port Valdez. |
| Puget Sound ⁶ <i>Seattle Traffic</i> —003669957 | 156.700 MHz (Ch. 14) | The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Marrowstone Point and Lagoon Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline. |

COAST PILOT 5 (Continued)

| | | |
|---|----------------------|---|
| <i>Seattle Traffic</i> —003669957 | 156.250 MHz (Ch. 5A) | The waters of the Strait of Juan de Fuca east of 124°40'W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Marrowstone Point and Lagoon Point and all waters east of Whidbey Island North of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline. |
| <i>Tofino Traffic</i> —003160012 | 156.725 MHz (Ch. 74) | The waters west of 124°40'W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48°N., and east of 127°W. |
| <i>Victoria Traffic</i> —003160010 | 156.550 MHz (Ch. 11) | The waters of the Strait of Georgia west of 122°52'W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait. |
| San Francisco—003669956 <i>San Francisco Traffic</i> | 156.700 MHz (Ch. 14) | The navigable waters of the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122°42.0'W. and north of 37°40.0'N. extending eastward through the Golden Gate, and the navigable waters of San Francisco Bay and as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River. |
| <i>San Francisco Traffic</i> | 156.600 MHz (Ch. 12) | The navigable waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.) west of 122°42.0'W. and south of 37°40.0'N. and excluding the San Francisco Offshore Precautionary Area. |
| St. Marys River—003669953 <i>Soo Traffic</i> | 156.600 MHz (Ch. 12) | The waters of the St. Marys River between 45°57'N. (De Tour Reef Light) and 46°38.7'N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46°04.16'N. and 46°01.57'N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay). |

COAST PILOT 5 (Continued)

Notes:

¹Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter.

²In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

³All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

⁴Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.

⁵Until rules regarding VTS Lower Mississippi River and VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR part 161, except those set forth in §§161.21 and 161.46 of this subchapter.

⁶A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies.

(FR 7/1/03)

35/03

COAST PILOT 5 30 Ed 2003 Change No. 35

Page 95—Paragraph 1886, line 2; read:
than 15 minutes before navigating within the VMRS area;
and ...
(FR 7/1/03) 35/03

Page 95—Paragraphs 1888 to 1889; strike out.
(FR 7/1/03) 35/03

Page 97—Paragraph 1890 to Paragraph 1898, line 1; read:
Subpart C—Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points

Note: All geographic coordinates contained in part 161 ...
(FR 7/1/03) 35/03

Page 102—Paragraph 1984, line 3; read:
tons (except as provided in paragraphs (c) and (d) of this section, or for ...
(FR 7/1/03) 35/03

Page 102—Paragraph 1990, lines 1 to 2; read:
(c) Provisions of §§164.11(a)(2) and (c), 164.30, 164.33, and 164.46 do not apply to warships or other vessels owned, leased, ...
(FR 7/1/03) 35/03

Page 102—Paragraph 1990, line 6; read:
applicable agency regulations regarding navigation safety.
(d) Provisions of §164.46 apply to some self-propelled vessels of less 1600 gross tonnage.
(FR 7/1/03) 35/03

Page 102—Paragraph 1992, line 1; read:

(a) Except as provided in §164.46(a)(2) of this part (including §§164.38 and 164.39) does not ...
(FR 7/1/03) 35/03

Page 102—Paragraph 2005, line 2; read:

Standard Terminations, Revised, June 1980164.74

International Electrotechnical Commission (IEC)

3, rue de Varemb, Geneva, Switzerland.
IEC 61993–2, Maritime navigation and radiocommunication equipment and systems—Automatic identification systems (AIS)—part 2: Class A shipborne equipment of the universal automatic identification system (AIS)—Operational and performance requirements, methods of test and required test results First edition, 2001–12164.46
(FR 7/1/03) 35/03

Page 102—Paragraph 2006, line 4; read:

Automatic Pilots, adopted November 12, 1975164.13

Resolution MSC.74(69), Annex 3, Recommendation on Performance Standards for a Universal Shipborne Automatic Identification System (AIS), adopted May 12, 1998....164.46
SN/Circ.277, Guidelines for the Installation of a Shipborne Automatic Identification System (AIS), dated January 6, 2003164.46

SOLAS, International Convention for Safety of Life at Sea, 1974, and 1988 Protocol relating thereto, 2000 Amendments, effective January and July 2002, (SOLAS 2000 Amendments)164.46

Conference resolution 1, Adoption of amendments to the Annex to the International Convention for the Safety of Life at Sea, 1974, and amendments to Chapter V of SOLAS 1974, adopted December 12, 2002164.46
(FR 7/1/03) 35/03

COAST PILOT 5 (Continued)

Page 103—Paragraph 2009, line 4; read:

| | |
|---|--------|
| Identification, 1992 | 164.43 |
| ITU-R Recommendation M.1371-1, Technical characteristics for a universal shipborne automatic identification system using time division multiple access in the VHF maritime mobile band, 1998-2001 | 164.46 |
| (FR 7/1/03) | 35/03 |

Page 107—Paragraph 2194, line 2 to Paragraph 2195; read:

§164.43 Automatic Identification System Shipborne Equipment –Prince William Sound.

| | |
|---|-------|
| (a) Until July 1, 2004, each vessel required to provide automated position reports to a Vessel Traffic Service (VTS) under §165.1704 of this subchapter must do so by installed ... | 35/03 |
| (FR 7/1/03) | 35/03 |

Page 107—Paragraph 2213; read:

procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have an installed, operational AIS that complies with the IMO Resolution MSC.74(69), ITU-R Recommendation M.1371-1, and IEC 61993-2, and that is installed using IMO SN/Circ.277 (Incorporated by reference, see §164.03) as of the date specified. “Length” refers to “registered length” as defined in 46 CFR, part 69.

(1) Self-propelled vessels of 65 feet or more in length engaged in commercial service and on an international voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section, the following vessels subject to the International Convention for Safety at Life at Sea, 1974, (SOLAS) as amended, that are on an international voyage must also comply with SOLAS, chapter V, as amended by SOLAS 2000 Amendments and Conference resolution 1 (Incorporated by reference, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more but less than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.

(b) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, transiting an area listed in table 161.12(c) of §161.12 of this part,

(1) Each self-propelled vessel of 65 feet or more in length, engaged in commercial service;

(2) Each towing vessel of 26 feet or more in length and more than 600 horsepower;

(3) Each vessel of 100 gross tons or more carrying one or more passengers for hire; and

(4) Each passenger vessel certificated to carry 50 or more passengers for hire.

(c) The vessels listed in paragraph (b) of this section must comply according to the following schedule:

(1) For VTS St. Marys River, not later than December 31, 2003;

(2) For VTS Berwick Bay, VMRS Los Angeles/Long Beach, VTS Lower Mississippi River, VTS Port Arthur and VTS Prince William Sound, not later than July 1, 2004; and

(3) For VTS Houston-Galveston, VTS New York, VTS Puget Sound, and VTS San Francisco, not later than December 31, 2004.

(d) The requirements for Vessel Bridge-to Bridge radiotelephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term “effective operating condition” used in §26.06 includes accurate input and upkeep of all AIS data fields, including estimated time of arrival, destination, and number of people on board.

(e) The use of a portable AIS is permissible, only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board, and such that only one AIS unit may be in operation at any one time.

(f) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on international voyage, shall be available for pilot use, easily accessible from the primary conning position of the vessel, and near an AC power receptacle.

(FR 7/1/03) 35/03

COAST PILOT 5**30 Ed 2003****Change No. 36**

Page 213—Paragraph 181, line 1; read:

Indiana Key Pass Light ($25^{\circ}47'59"N.$, $81^{\circ}28'04"W.$), 16

... (19/03 CG7; LL/03) 35/03

Page 214—Paragraph 194, line 7; read:

$81^{\circ}37'56"W.$), 22 feet above the water and shown from a pile

... (11/03 CG7; LL/03) 35/03

Page 215—Paragraph 217, lines 4 to 7; read:

by two stone jetties. In 2002, shoaling was reported in the privately marked entrance to Daybeacon 3, thence 6 feet between the jetties; thence in 2000, 2.0 feet was reported to

... (10/03 CG7; NOS 11430) 35/03

Page 216—Paragraph 226, line 1; read:

Sanibel Island Light ($26^{\circ}27'11"N.$, $82^{\circ}00'51"W.$), 98 ... (11/03 CG7; LL/03) 35/03

Page 216—Paragraph 227, line 2; read:

feet above the water, shown from a dolphin, is 3.6 ... (11/03 CG7; LL/03) 35/03

COAST PILOT 5 (Continued)

Page 219—Paragraph 292, line 3; read:

Gasparilla Island Light ($26^{\circ}44'31''N.$, ...
(11/03 CG7; LL/03) 35/03

Page 219—Paragraph 293, lines 6 to 7; read:

are prominent. **Port Boca Grande Light** ($26^{\circ}43'02''N.$, $82^{\circ}15'39''W.$) 41 feet above the water, is shown from a white ...
(11/03 CG7; LL/03) 35/03

Page 220—Paragraph 302, lines 11 to 12; read:

Charlotte Harbor Entance Lighted Bell Buoy 2 ($26^{\circ}39'51''N.$, $82^{\circ}19'34''W.$). In 1996, due to shoaling channel conditions all ...
(11/03 CG7; LL/03) 35/03

Page 220—Paragraph 310, line 4; read:

$82^{\circ}06'38''W.$). Large and small craft are handled at the marina.
(11/03 CG7; LL/03) 35/03

Page 241—Paragraph 278, line 11; read:

Clearwater Pass Channel Light 1 ($27^{\circ}58'16''N.$, $82^{\circ}50'51''W.$) mark the entrance from ...
(11/03 CG7; LL/03) 35/03

Page 242—Paragraph 299, line 6; read:

St. Martins Outer Shoal Light 10 ($28^{\circ}25'50''N.$, $82^{\circ}55'05''W.$) 16 feet ...
(11/03 CG7; LL/03) 35/03

Page 243—Paragraph 315, line 4; read:

Homosassa Bay Entrance Light 2 ($28^{\circ}41'26''N.$, $82^{\circ}48'39''W.$), ...
(11/03 CG7; LL/03) 35/03

Page 246—Paragraph 358, lines 6 to 7; read:

highway. **Horseshoe Beach Approach Light 2** ($29^{\circ}23'17''N.$, $83^{\circ}20'23''W.$), 16 feet above the water and shown from a dolphin ...
(11/03 CG7; LL/03) 35/03

Page 420—Paragraph 389, lines 4 to 7; read:

prominent. A sunken rock lies about 0.5 mile inside the entrance ...
(17/03 CG7; LL/03) 35/03

COAST PILOT 5 30 Ed 2003 Change No. 37

Page 250—Paragraph 68; read:

Small-craft facilities.—Several facilities are at Carrabelle. Berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, launching ramp, wet storage, marine supplies and a 5-ton lift are available. Engine repairs can be made.
(CL 1820/01; CL 589/03) 35/03

Page 253—Paragraph 141, lines 5 to 10; read:

entrance to the creek was closed to navigation. In 2003, the reported depth inside the creek was 4 feet. U.S. Route 98 highway bridge, on the E branch of the creek about 0.3 mile above the entrance, has a fixed span with a reported clearance of 13 feet. Several marinas are on the E branch. Berths with electricity, gasoline, diesel fuel, water, ice, pump-out station, launching ramps, wet storage, and marine supplies are ...
(CL 1840/01; CL 1009/03; NOS 11393) 35/03

Page 258—Paragraph 216, line 8; read:

electricity, ice, a launching ramp, pump-out station, wet and dry storage and marine supplies are available. Hull and engine repairs can be made.
(CL 1016/03) 35/03

Page 258—Paragraph 217, lines 5 to 8; read:

86°29'04''W. Niceville, at the head of the bayou, has a hospital, an oil terminal with a wharf, and a marina. There are many private piers. Gasoline, electricity, water, ice, wet and dry storage, and a 7-tonlift are available at the marina. Hull, engine and electronic repairs can be made.
(DB 1419; DB 1346) 35/03

Page 258—Paragraph 229, lines 6 to 7; read:

diesel fuel, berths, electricity, water, ice, pump-out station, launching ramp, wet and dry storage, and marine supplies are available. A mobile hoist can handle craft to 50 tons hull, engine ...
(CL 594/03; CL 948/03; CL 1062/03) 35/03

Page 275—Paragraph 196, lines 8 to 14; read:

90 highway bridge 0.2 mile above the railroad bridge has a fixed span with a reported clearance of 80 feet.
(26/03 CG8) 35/03

Page 297—Paragraph 117, lines 2 to 5; read:

The Jump with the Gulf. In January-February 2003, the controlling depth was 3 feet (6 feet at midchannel) from the Gulf to Light 18; thence in January-April 2003, 9 feet to the junction with Grand Pass; thence in April 2003, 20 feet to the Mississippi River. The entrance from the Gulf is ...
(DD 3912; DD 3914; DDs 4127-30; LL/03) 35/03

Page 331—Paragraph 301, lines 5 to 7; read:

Intracoastal City. In March-May 2003, the controlling depth in the entrance channel was 10 feet, thence 5 feet in the canal to Light 14; thence in March 2003, 6 feet to Schooner Bayou Canal, thence 10 feet ...
(DDs 4100-12; DDs 4115-17;
DDs 4208-10; LL/03) 35/03

Page 373—Paragraph 140, lines 2 to 3; read:

boats and trawlers. Berths with electricity, water, ice and wet storage are available. A marina about 1.0 mile N of the harbor has berths, electricity, water, ice, a launching ramp and

COAST PILOT 5 (Continued)

| | | | |
|---|-------|---|-------|
| wet storage available. (CL 300/03) | 35/03 | baseline. (FR 7/18/03) | 35/03 |
| Page 373—Paragraph 141, lines 11 to 13; read: ramps. Gasoline, diesel fuel, water, ice, pump-out station, wet and dry storage, and marine supplies are available. A 5-ton lift is available and engine and electronic repairs can be made. Depths of about 6 feet were reported alongside in June 2002. (CL 300/03) | 35/03 | Page 221—Paragraph 335, lines 5 to 6; read: the channel approach. In October 2002, the reported controlling depth was 4.4 feet in the approach channel to Daybeacon 5; thence in ... (DD 4093; LL/03) | 35/03 |
| Page 373—Paragraph 144, line 3; read: Commission is at the N end of the basin. Water, ice, wet storage, ... (CL 300/03) | 35/03 | Page 317—Paragraph 54, lines 10 to 11; read: repairs. Berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, wet and dry storage, marine supplies, launching ramps, and a 5-ton hoist are available at marinas near the bridge. Hull, engine, and electronic repairs can be made. (CL 2177/02) | 35/03 |
| Page 405—Paragraph 431, line 2; read: facilities, and marine supplies (CL 300/03) | 35/03 | Page 338—Paragraph 460, lines 1 to 8; read: Small-craft facilities. —Berthage, electricity, gasoline, diesel fuel, water, ice, wet storage, marine supplies, a 30-ton hoist for hull, engine and electronic repairs, and reported depths to 8 feet are available in facilities across the river from the Port of Lake Charles, NE of Berths 1, 2, and 3. A facility on the N side of the lake provides berthage, water, and ice. Facilities on Contraband Bayou provide berthage, electricity, gasoline, diesel fuel, water, ice, pump-out station, launching ramp, dry storage, marine supplies, and a 30-ton hoist for vessels to 80 feet for hull, engine and electronic repairs. Good ... (CL 1112/03; CL 1010/03) | 35/03 |
| COAST PILOT 5 30 Ed 2003 Change No. 38 | | | |

Page 112—Paragraph 2371; insert after:

§165.9 Geographic application of limited and controlled access areas and regulated navigation areas.

(a) *General.* The geographic application of the limited and controlled access areas and regulated navigation areas in this part are determined based on the statutory authority under which each is created.

(b) *Safety zones and regulated navigation areas.* These zones and areas are created under the authority of the Ports and Waterways Safety Act, 33 U.S.C. 1221-1232. Safety zones established under 33 U.S.C. 1226

and regulated navigation areas may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(c) *Security zones.* These zones have two sources of authority—the Ports and Waterways Safety Act, 33 U.S.C. 1221-1232, and the Act of June 15, 1917, as amended by both the Magnuson Act of August 9, 1950 (“Magnuson Act”), 50 U.S.C. 191-195, and sec. 104 the Maritime Transportation Security Act of 2002 (Pub. L. 107-295, 116 Stat. 2064). Security zones established under either 33 U.S.C. 1226 or 50 U.S.C. 191 may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(d) *Naval vessel protection zones.* These zones are issued under the authority of 14 U.S.C. 91 and 633 and may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 3 nautical miles from the

Page 378—Paragraph 267, lines 3 to 7; read:
accommodate boats up to 50 feet. Berths, electricity, water, ice, launching ramp, and wet storage are available. The unmarked channel leading to the facility had a reported controlling depth of about 6 feet in 2002.
(CL 2264/02)

35/03

COAST PILOT 5 **30 Ed 2003** **Change No. 39**

Page 205—Paragraph 21, line 1; read:
Sand Key Light (24°27'14"N., 81°52'39"W.), 109 feet ...
(07/03 CG7; LL/03)

35/03

Page 207—Paragraph 51, lines 9 to 11; read:
(24°27'41"N., 81°48'02"W.) or 1.45 mile NNW of Key West Northwest Channel Jetty Light A (24°38'24"N., 81°53'36"W.).
(15/03 CG7; LL/03)

35/03

Page 246—Paragraph 362, line 3; read:
(29°39'24"N., 83°27'24"W.), 30 feet above the water and shown ...
(LL/03)

35/03

Page 273—Paragraph 162, lines 7 to 8; read:
below the bridge. In February 2003, the controlling depth in the channel was 6.5 feet (7.4 feet at midchannel) to the high-

COAST PILOT 5 (Continued)

| | | |
|--|-------|---|
| way bridge; ... (CL 1265/03) | 35/03 | Page 353—Paragraph 252; insert after: Security Zones. —The Captain of the Port (COTP) Houston-Galveston has established a Security Zone in Texas City including the Port of Texas City Channel, Turning Basin, and Industrial Canal. (See 165.30 through 165.33 and 165.814 , chapter 2, for limits and regulations.) Unauthorized vessels/persons are excluded from these without express permission of the COTP. (CL 1297/03; FR 5/5/03) 35/03 |
| Page 284—Paragraph 352, line 1; read: A light (29°37'00"N., 89°29'06"W.) off Mozambique Point ... (LL/03) | 35/03 | Page 356—Paragraph 296; insert after: Security Zones. —The Captain of the Port (COTP) Houston-Galveston has established a Security Zone at Morgans Point including Barbours Cut Ship Channel and Turning Basin. (See 165.30 through 165.33 and 165.814 , chapter 2, for limits and regulations.) Unauthorized vessels/persons are excluded from these areas without express permission of the COTP. (CL 1297/03; FR 5/5/03) 35/03 |
| Page 339—Paragraph 475, line 4; read: Channel Lighted Whistle Buoy SB (29°25'00"N., 93°40'00"W.) ... (LL/03) | 35/03 | Page 356—Paragraph 306; insert after: Security Zones. —The Captain of the Port (COTP) Houston-Galveston has established a Security Zone in Bayport including Port of Bayport Ship Channel and Turning Basin. (See 165.30 through 165.33 and 165.814 , chapter 2, for limits and regulations.) Unauthorized vessels/persons are excluded from these areas without express permission of the COTP. (CL 1297/03; FR 5/5/03) 35/03 |
| Page 370—Paragraph 78, line 6; read: Whistle Buoy MB (28°23'00"N., 96°17'00"W.) from the MENA, a ... (LL/03) | 35/03 | Page 356—Paragraph 306; insert after: Security Zones. —The Captain of the Port (COTP) Houston-Galveston has established a Security Zone in Houston including Houston Ship Channel and all associated turning basins. (See 165.30 through 165.33 and 165.814 , chapter 2, for limits and regulations.) Unauthorized vessels/persons are excluded from the areas without express permission of the COTP. (CL 1297/03; FR 5/5/03) 35/03 |
| Page 388—Paragraph 95, line 4; read: Maria Sound Light 1 (27°32'03"N., 82°42'48"W.), 16 feet ... (11/03 CG7; LL/03) | 35/03 | Page 361—Paragraph 391; insert after: Security Zones. —The Captain of the Port (COTP) Houston-Galveston has established a Security Zone in Freeport including Brazos Harbor and its junction with Old Brazos River Cut; thence the Dow Barge Canal and its junction with the Intracoastal Waterway. (See 165.30 through 165.33 and 165.814 , chapter 2, for limits and regulations.) Unauthorized vessels/persons are excluded from these areas without express permission of the COTP. (CL 1297/03; FR 5/5/03) 35/03 |
| Page 403—Paragraph 397, lines 2 to 11; read: crosses the waterway at Mile 395.6 W. State Route 1495 highway bridge crosses at Mile 397.6W and has a fixed span with a clearance of 73 feet. (CL 1148/03) | 35/03 | Page 367—Paragraph 25; insert after: Security Zones. —The Captain of the Port (COTP) Houston-Galveston has established a Security Zone in Freeport including Brazos Harbor and its junction with Old Brazos River Cut; thence the Dow Barge Canal and its junction with the Intracoastal Waterway. (See 165.30 through 165.33 and 165.814 , chapter 2, for limits and regulations.) Unauthorized vessels/persons are excluded from these areas without express permission of the COTP. (CL 1297/03; FR 5/5/03) 35/03 |
| Page 436—Paragraph 37, line 3; read: Light (18°20'24"N., 65°05'00"W.), 300 feet above the water, is ... (LL/03) | 35/03 | Page 367—Paragraph 25; insert after: Security Zones. —The Captain of the Port (COTP) Houston-Galveston has established a Security Zone in Freeport including Brazos Harbor and its junction with Old Brazos River Cut; thence the Dow Barge Canal and its junction with the Intracoastal Waterway. (See 165.30 through 165.33 and 165.814 , chapter 2, for limits and regulations.) Unauthorized vessels/persons are excluded from these areas without express permission of the COTP. (CL 1297/03; FR 5/5/03) 35/03 |
| Page 444—Paragraph 219, lines 3 to 4; read: from a motorboat just outside the sea buoy (Lighted Buoy 1, 17°45'48"N., 64°41'48"W.). Strangers are advised to take a pilot and should not ... (LL/03) | 35/03 | Page 367—Paragraph 25; insert after: Security Zones. —The Captain of the Port (COTP) Houston-Galveston has established a Security Zone in Freeport including Brazos Harbor and its junction with Old Brazos River Cut; thence the Dow Barge Canal and its junction with the Intracoastal Waterway. (See 165.30 through 165.33 and 165.814 , chapter 2, for limits and regulations.) Unauthorized vessels/persons are excluded from these areas without express permission of the COTP. (CL 1297/03; FR 5/5/03) 35/03 |
| COAST PILOT 5 30 Ed 2003 Change No. 40 | | |
| Page 190—Paragraph 31, lines 1 to 2/L; read: Lake Charles Vessel Traffic Service is voluntary and Houston-Galveston and Berwick Bay Vessel Traffic Services are ... (CL 1297/03) | 35/03 | Page 1—Paragraph 2, lines 3 to 4; read: contacting the NOS internet website address, http://nauticalcharts.noaa.gov/. A subscription to the Local Notice to Mariners ... (NOS/03) 35/03 |
| Page 349—Paragraph 175, lines 9 to 10/L; read: the Houston Ship Channel has been dredged. N of Red Fish Bar ... (CL 1297/03) | 35/03 | COAST PILOT 5 30 Ed 2003 Change No. 41 |
| Page 349—Paragraph 193, lines 6 to 8/L; read: Houston, TX 77029. Website: www.uscg.mil/VTSHouston (CL 1297/03) | 35/03 | |

COAST PILOT 5 (Continued)

Page 214—Paragraph 197, line 4; read:

Capri Pass Approach Light ($25^{\circ}58'35"N.$, $81^{\circ}44'05"W.$),
90 ...
(29/03 CG7; LL/03) 35/03

Page 231—Paragraph 80, lines 4 to 5; read:

INSPIRATION. The Tampa Bay Vessel Traffic Advisory System (VTAS—Call Sign WHX 362), monitors VHF-FM channel 12. Mariners are advised to check with the Tampa Bay VTAS for cruise ship arrivals and departures; one way traffic is enforced regularly.

(CL 1300/03) 35/03

Page 317—Paragraph 41, lines 7 to 9; read:

Waterway. In February-April 2003, the controlling depths were 15 feet across the bar, thence 3 feet to Light 19, thence 5 feet to Light 39, thence 7 feet to the entrance of Bayou Rigolettes, thence 6 feet to ...

(DDs 3864-67, DDs 3930-32,
DDs 4131-35; LL/03) 35/03

Page 332—Paragraph 324, lines 1 to 5; read:

In March 2003, the controlling depths were 7 feet from sea through the jettied entrance channel, thence 7 feet through the marked channel in Lower Mud Lake, thence 8 feet to the State Route 82 highway bridge, thence 4 feet to the control ...
(DDs 4136-51) 35/03

Page 374—Paragraph 156, lines 4 to 6; read:

Corpus Christi Oil Dock No. 10, including La Quinta Channel. (See **165.1 through 165.8, 165.20, 165.23, and 165.808**, chapter 2, for limits and regulations.)

Security Zones.—The Captain of the Port (COTP) Houston-Galveston has established a Security Zone in Port of Corpus Christi Inner Harbor from the Inner Harbor Bridge (US Highway 181) to, and including Viola Turning Basin. (See **165.30 through 165.33, and 165.809**, chapter 2, for limits and regulations.) Unauthorized vessels/persons are excluded from these areas without express permission of the COTP.

(CL 1314/03; FR 10/17/02) 35/03

Page 375—Paragraph 191, lines 6 to 7; read:

office on the third floor at 1305 North Shoreline Boulevard. A safe navigable speed not to exceed 5 knots shall be maintained within the harbor.

(CL 1314/03) 35/03

Page 395—Paragraph 245, line 2; read:

Mississippi River and passes under the ...
(CL 400/94; NOS 11368) 35/03

COAST PILOT 5 30 Ed 2003 Change No. 42

Page 334—Paragraph 365, line 3 to Paragraph 368, line 1; read:

are placed on this waterway by the local U.S. Coast Guard

Captain of the Port. Copies of the local LNG/LPG Operations Plan may be obtained from the U.S. Coast Guard, Marine Safety Office Port Arthur, Texas (Captain of the Port) or from its Marine Safety Unit Lake Charles.

Areas of Particular Concern.—Three areas in the Calcasieu River are considered to be particularly troublesome. These areas are listed in order of ascension when proceeding from sea.

(1) **Entrance to Calcasieu Jetties** ($29^{\circ}44.7'N.$, $93^{\circ}20.5'W.$). This area has been the site of many collisions and near misses due to strong cross-currents that may run across the entrance. Vessels should avoid meeting situations, particularly with ships or tows, within one-quarter mile North or South of Lights 41 and 42 at the entrance to the jetties.

(2) **Monkey Island** ($29^{\circ}47.0'N.$, $93^{\circ}20.8'W.$). This area is used extensively by the fishing and offshore exploration industries. Numerous fishing and offshore exploration boats are homeported in this area. Vessels transiting this area may require speed reduction to reduce wake.

(3) **Intracoastal Waterway** ($30^{\circ}05.5'N.$, $93^{\circ}19.5'W.$).
(DD 4346; LL/03) 35/03

Page 334—Paragraph 374, lines 8 to 9; read:

complete passage. Deep-draft vessels normally anchor 2 to 3 miles SE of the Pilot Boarding Station No. 4, being cognizant to avoid charted pipelines.

(DD 4346) 35/03

Page 334—Paragraph 375, line 4; read:

mariners should exercise caution and be on the alert. Numerous collisions have occurred at the entrance to the jetties due to this set across the channel. Meeting or overtaking situations near the entrance should be avoided. A mud slush lying ...

(DD 4346) 35/03

Page 335—Paragraphs 382 to 389; read:

Vessels are taken to and from Lake Charles day or night. The Lake Charles Pilots have two boats; CALCASIEU PILOT and LAKE CHARLES PILOT, each are blue with gray trim and the word PILOT on the cabin. The boats fly the International Code flag "H" by day and show the standard pilot lights (white over red) at night.

Vessels to be boarded must provide a safe lee and have a pilot ladder rigged amidships, 6 feet (2 meters) above the water. Vessels whose freeboard exceeds 29 feet (9 meters) must rig a combination ladder with the bottom of the accommodation ladder no less than 23 feet (7 meters) above the water, and the pilot ladder at 6 feet (2 meters) above the water.

(DD 4346) 35/03

Page 400—Paragraph 349, lines 3 to 5; read:

Information Service (VTIS). See **Vessel Traffic Information Service, Lake Charles (indexed as such) chapter 9.**

(DD 4346) 35/03

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME II LIGHT LIST, 2003

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|------------|-----------------------------------|--------------------------|-----------------------|---------------|--------------|-----------------------------|--|
| 7837 | <i>UMCES Lighted Buoy CBB</i> | | | | | | <i>Remove from list.</i> |
| | | | | | | | * |
| | | | | | | | 35/03 |
| | Port Tobacco River | | | | | | |
| 17770 | - LIGHT 1 | 38 26 38 N 77 01 55 W | Fl G 2.5s | 17 | 3 | SG on pile. | |
| | | | | | * | | |
| | | | | | | | 35/03 |
| | Potomac Creek | | | | | | |
| 17915 | - LIGHT 2 | 38 20 38 N 77 16 40 W | Fl R 4s | 15 | 3 | TR on pile. | Light equipment removed from Dec. 1 to Mar. 15. |
| | | | | | * | | |
| | | | | | | | 35/03 |
| | Piscataway Creek | | | | | | |
| 18515 | - LIGHT 2 | 38 42 26 N 77 02 19 W | Fl (2) R 5s | 15 | 2 | TR on pile. | Light equipment removed from Dec. 1 to Mar. 15. |
| | | | | | * | | |
| | | | | | | | 35/03 |
| 18820 | - LIGHT 9 | | Fl G 4s | 15 | 4 | SG on pile. | |
| | | | | | * | | |
| | | | | | | | 35/03 |
| *19158 | <i>UMCES Lighted Data Buoy PX</i> | 38 23 32 N 76 31 59 W | Fl Y 4s | | | Yellow. | Private aid. Maintained from May 1 to Nov. 1. |
| | | | | | | | |
| | | | | | | | 35/03 |
| 19160 | ISLAND CREEK LIGHT 2 | | Fl R 4s | 15 | 3 | TR on multi-pile structure. | |
| | | | | | * | | |
| | | | | | | | 35/03 |
| 19240 | - LIGHT 24 | | Fl R 4s | 15 | 3 | TR on pile. | |
| | | | | | * | | |
| | | | | | | | 35/03 |
| | Rhode River | | | | | | |
| 19515 | - ENTRANCE LIGHT 2 | 38 52 01 N 76 30 47 W | Fl R 4s | 15 | 4 | TR on multi-pile structure. | |
| | | | | | * | | |
| | | | | | | | 35/03 |
| 19545 | - LIGHT 7 | 38 53 00 N 76 31 22 W | Fl G 4s | 15 | 4 | SG on pile. | |
| | | | | | * | | |
| | | | | | | | 35/03 |
| 19680 | - LIGHT 5 | | Fl G 4s | 15 | 4 | SG on pile. | |
| | | | | | * | | |
| | | | | | | | 35/03 |
| 19835 | - LIGHT 5 | | Fl G 4s | 15 | 4 | SG on pile. | |
| | | | | | * | | |
| | | | | | | | 35/03 |

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.
Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME II LIGHT LIST, 2003

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|------------------------|--------------------------|--------------------------|-----------------------|---------------|--------------|-------------------------------|---|
| Alligator River | | | | | | | |
| 37835 | - LIGHT 1AR | 35 58 09 N 75 58 46 W | Fl G 2.5s | 15 | 4 | SG-I on multi-pile structure. | Higher intensity beam towards South Light. Ra ref. |
| | * | | | | | | 35/03 |
| 37880 | - LIGHT 20 | | Fl R 4s | 15 | 3 | TR-TY on pile. | |
| | | | | * | | | 35/03 |

CORRECTIONS TO C. G. LIGHT LIST, VOLUME III LIGHT LIST, 2003

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|-------------------------------|------------------------------|--------------------------|-----------------------|---------------|--------------|--|----------------|
| *242 | Lowcountry Anglers Reef Buoy | 32 34 18 N 79 55 06 W | | | | Yellow nun. | Private aid. |
| | | | | | | | 35/03 |
| 1335 21460 | BIG SARASOTA PASS LIGHT | 27 15 34 N 82 33 46 W | Fl W 4s | 16 | 5 | NW on pile worded DANGER DANGEROUS INLET. | |
| | * | | | | | | 35/03 |
| 1905 | - Channel Lighted Buoy 8 | | Q R | | 3 | Red. | |
| | * | | | | | | 35/03 |
| 10150 | - Buoy 10 | | | | | Red nun. | |
| | * | | | | * | | 35/03 |
| *Add Heading: *Newport Bay | | | | | | | |
| *11851 | - Daybeacon 1 | 25 06 53 N 80 24 28 W | | | | SG on pile. | Private aid. |
| | | | | | | | 35/03 |
| *11851.1 | - Daybeacon 2 | | | | | TR on pile. | Private aid. |
| | | | | | | | 35/03 |
| *11851.2 | - Daybeacon 3 | | | | | SG on pile. | Private aid. |
| | | | | | | | 35/03 |
| *11851.3 | - Daybeacon 4 | | | | | TR on pile. | Private aid. |
| | | | | | | | 35/03 |
| *11851.4 | - Daybeacon 5 | | | | | SG on pile. | Private aid. |
| | | | | | | | 35/03 |
| *11851.5 | - Daybeacon 6 | | | | | TR on pile. | Private aid. |
| | | | | | | | 35/03 |
| *11851.6 | - Daybeacon 7 | | | | | SG on pile. | Private aid. |
| | | | | | | | 35/03 |

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.
Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME III LIGHT LIST, 2003

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|--|---|------------------------------|-----------------------|---------------|-----------------|---|--|
| *11851.7 | - Daybeacon 8 | | | | TR on pile. | | Private aid. 35/03 |
| *11851.8 | - Daybeacon 9 | | | | SG on pile. | | Private aid. 35/03 |
| *11851.9 | - Daybeacon 10 | | | | TR on pile. | | Private aid. 35/03 |
| *11852 | - Daybeacon 11 | | | | SG on pile. | | Private aid. 35/03 |
| *11852.1 | - Daybeacon 13 | | | | SG on pile. | | Private aid. 35/03 |
| *11852.2 | - Daybeacon 15 | | | | SG on pile. | | Private aid. 35/03 |
| *Add Heading: *Newport Bay Auxiliary Channel | | | | | | | |
| *11853 | - Daybeacon 1 | 25 06 52 N 80 24 36 W | | | SG on pile. | | Private aid. 35/03 |
| *11853.1 | - Daybeacon 2 | | | | TR on pile. | | Private aid. 35/03 |
| *11853.3 | - Daybeacon 4 | | | | TR on pile. | | Private aid. 35/03 |
| *Add Headings: *Hawk Channel *Largo Sound Channel | | | | | | | |
| 11855 | - Daybeacon 19 | | | | SG on pile. | | 35/03 |
| *31527 | CABALLO BLANCO LIGHT | 18 10 19 N Q W 65 28 03 W | | | | | Private aid. 35/03 |
| 32070 | - ENTRANCE RANGE FRONT LIGHT | 17 58 36 N Q R 66 45 48 W | | 16 | KRW on dolphin. | | Visible 1.5° each side of rangeline. * 35/03 |
| *32070.5 | - ENTRANCE RANGE FRONT PASSING LIGHT | 17 58 36 N Q R 66 45 48 W | | 18 | 3 | On same structure as Bahia De Guayannilla Entrance Front Range Light. | Visible all around. 35/03 |

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.
Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME III LIGHT LIST, 2003

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|---|--|--------------------------|-----------------------|---------------|--------------|---|--|
| *Add Heading: *Bahia de Guayanilla | | | | | | | |
| 32075 | - ENTRANCE RANGE REAR LIGHT 1,000 yards, 358° from front light. | | Iso R 6s | 36 | | KRW on tower on piles. | Visible 1.5° each side of rangeline. * * 35/03 |
| *Add Heading: *PPG Industries | | | | | | | |
| *32075.5 | - ENTRANCE RANGE REAR PASSING LIGHT | | Iso R 6s | 38 | 4 | On same structure as Bahia De Guayanilla Entrance Rear Range Light. | Visible all around. 35/03 |
| *Add Heading: *Bahia de Guayanilla | | | | | | | |
| 32080 | - Lighted Buoy 1 | 17 57 47 N 66 45 46 W | Fl G 2.5s | | 4 | Green. | 35/03 |
| 34430 | - Daybeacon 97 | 32 52 00 N 79 42 49 W | | | | SG-SY on pile. | * 35/03 |
| *Add Heading: *Cypress Island Marina | | | | | | | |
| *46431 | - Daybeacon 1 | 26 53 25 N 80 04 24 W | | | | SG on pile. | Private aid. 35/03 |
| *46432 | - Daybeacon 2 | | | | | TR on pile. | Private aid. 35/03 |
| *Change Headings to Read: *St. Lucie Inlet - Jupiter Inlet *Lake Worth North | | | | | | | |
| 46435 | - LIGHT 27 | | Fl G 4s | 12 | 4 | SG-SY on pile. | 35/03 |
| 54135 | - LIGHT 20 | 26 32 58 N 81 56 47 W | Fl R 4s | | | TR on pile. | Private aid. * * 35/03 |

CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV LIGHT LIST, 2003

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|-------------|---|--------------------------|-----------------------|---------------|--------------|--------------------------|---|
| *667 | | | | | | | |
| *667 | El Paso-142-13 Lighted Buoy Marks subsea installaton | 28 26 00 N 90 34 00 W | Fl W 2.5s | | | White with orange bands. | SIGN: El Paso-ST-212-5 Private aid. 35/03 |

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.
Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV LIGHT LIST, 2003

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|----------------------------------|---|--------------------------|-----------------------|---------------|--------------|---|--|
| *1059 | Seneca-120-2 Lighted Buoy Marks subsea installation. | 28 04 44 N 93 38 48 W | Fl W 2.5s | 10 | | White with orange bands. | SIGN : Seneca-HI-345-1 Private aid. 35/03 |
| 3640 | - LIGHT 5 | 30 08 25 N 85 44 05 W | Fl G 4s | 17 | 4 | SG on dolphin. | 35/03 |
| | | * | | | | | |
| 5267 | - LOWER REACH RANGE REAR PASSING LIGHT | | Fl W 4s | 12 | 5 | On same structure as Mobile Channel Lower Reach Range Rear Light. | 35/03 |
| | | * | | * | | | |
| Hollingers Island Channel | | | | | | | |
| 6340 | - LIGHT A | | Fl W 6s | 17 | 3 | TR on pile. | Ra ref. 35/03 |
| | | | | * | | | |
| 8625 | - LIGHT 47 | | Fl G 4s | 17 | 4 | SG on pile. | Ra ref. 35/03 |
| | | | | * | | | |
| 10385 | - LIGHT 8 | | Fl R 4s | 17 | 4 | TR on dolphin. | 35/03 |
| | | | | * | | | |
| 12730 | - LIGHT 6 | | Iso R 6s | 45 | 4 | TR on skeleton tower on piles. | 35/03 |
| | | | | * | | | |
| 15685 | - LIGHT 8A | | Fl R 2.5s | 17 | 3 | TR on pile. | Ra ref. 35/03 |
| | | | | * | | | |
| 15985 | BAYOU RIGOLETTES LIGHT 1 | 29 39 59 N 90 06 43 W | Fl G 4s | 17 | 3 | SG on pile. | Ra ref. 35/03 |
| | | * | | | | | |
| 16180 | - LIGHT 30 | 29 15 57 N 90 06 16 W | Fl R 2.5s | 17 | 3 | TR on pile. | Ra ref. 35/03 |
| | | * | | | | | |
| 24085 | LOWER PEGGY'S LAKE OUTBOUND RANGE FRONT LIGHT | 29 43 46 N 95 01 29 W | Q R | 45 | | KRW on skeleton tower on piles. | For downbound traffic. Visible all around; higher intensity on rangeline. 35/03 |
| | | * | | | | | |
| Rigolets - New Orleans | | | | | | | |
| 33095 | NEW ORLEANS CUT LIGHT 1 | 30 05 20 N 89 44 29 W | Fl G 4s | 17 | 4 | SG-SY on pile. | 35/03 |
| | | | | * | | | |
| 35885 | - RANGE L FRONT LIGHT | 28 28 24 N 96 18 37 W | Q W | 25 | | KRW-I on skeleton tower on piles. | Visible 3° each side of rangeline. 35/03 |
| | | * | | | | | |

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.
Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV LIGHT LIST, 2003

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|------------|--|--------------------------|-----------------------|---------------|--------------|---|----------------------|
| 35887 | - RANGE L FRONT PASSING LIGHT | | Fl W 4s | 15 | 5 | On same structure as Matagorda Bay Range L Front Light. * | 35/03 |
| | *Delete Headings: *MATAGORDA BAY (Chart 11317) *Freeport - Port O'Connor *Matagorda Bay | | | | | | |
| 35890 | - RANGE L REAR LIGHT 2,825 yards, 069.1° from front light. | | Iso W 6s | 65 | | KRW on skeleton tower on piles. Visible 3° each side of rangeline. * | 35/03 |
| 35893 | - RANGE L REAR PASSING LIGHT | | Fl W 4s | 15 | 5 | On same structure as Matagorda Bay Range L Rear Light. * | 35/03 |
| 36330 | - LIGHT 50 | | Fl R 4s | 17 | 3 | TR on pile. * | Ra ref. 35/03 |
| 36345 | - LIGHT 55 | | Fl G 4s | 17 | 4 | SG on pile. * | Ra ref. 35/03 |
| 36820 | - LIGHT 19 90 feet outside channel limit | | Fl G 4s | 17 | 4 | SG-SY on pile. * | Ra ref. 35/03 |
| 37695 | - LIGHT 97 | | Q G | 17 | 4 | SG-SY on pile. * | Ra ref. 35/03 |
| 37970 | - LIGHT 49 | | Fl G 4s | 17 | 4 | SG-SY on pile. * | Ra ref. 35/03 |
| 38535 | - LIGHT 129 | 27 27 27 N 97 19 56 W | Fl G 4s | 17 | 4 | SG-SY on pile. * | Ra ref. 35/03 |

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI LIGHT LIST, 2003

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|------------|--|---------------------------|-----------------------|---------------|--------------|---------------------------------|---|
| 17897 | QUILCENE BAY FISH PEN LIGHT | 47 47 19 N 122 51 12 W | Fl Y 6s | 6 | | On steel fish pen. * | Private aid. 35/03 |
| 30880 | - RANGE REAR LIGHT 1,100 yards, 088.4° from front light. | | Iso G 6s | 97 | | KRW on skeleton tower. * | Visible 4° each side of rangeline. 35/03 |

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.

Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VII LIGHT LIST, 2003

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|------------------------------------|--|--------------------------|-----------------------|---------------|--------------|---|---|
| LORAIN HARBOR (Chart 14841) | | | | | | | |
| Lorain Harbor | | | | | | | |
| 4320 | - LIGHT | 41 28 54 N 82 11 42 W | Fl W 6s | 60 18 | 16 | On tower. | HORN: 1 blast ev 30s (3s b). Operates from Apr. 15 to Nov. 15. |
| | | | | | * | | * |
| 4725 | - RANGE FRONT LIGHT | 41 28 36 N 82 41 48 W | Q G | 33 10 | 9 | KRW on skeleton tower. | Visible on range line only. Higher intensity on rangeline only. |
| | | | | | | | 35/03 |
| 8575 | - Buoy 31 | | | | | Green RAREF. | Replaced by can from Dec. 21 to Mar. 28. |
| | | | | | | | * |
| | | | | | | | 35/03 |
| St. Clair River | | | | | | | |
| 9825 | <i>Fawn Island Upper End Lighted Buoy 42</i> | | Q R | | 4 | Red. | Replaced by nun from Dec. 21 to Apr. 1. |
| | | | | | | | 35/03 |
| 9840 | RECORS POINT DOCK LOWER LIGHT | 42 45 32 N 82 28 21 W | Fl G 4s | 30 9 | 24 | On white post. | Private aid. |
| | | | | | | | 35/03 |
| 9850 | RECORS POINT DOCK UPPER LIGHT | | Iso G 4s | 30 9 | 24 | On white post. | Private aid. |
| | | | | | | | 35/03 |
| 9875 | <i>St. Clair Middle Ground Lighted Buoy 48</i> | | Q R | | 4 | Red. | Replaced by nun from Dec. 21 to Apr. 1. |
| | | | | | | | 35/03 |
| 9885 | <i>St. Clair Middle Ground Lighted Buoy 52</i> | | Q R | | 4 | Red. | Replaced by nun from Dec. 21 to Apr. 1. |
| | | | | | | | 35/03 |
| 10373 | - LIGHT | 43 45 37 N 83 16 22 W | Fl W 10s | 65 20 | 38 | Square white tower with red roofed cupola. | Private aid. |
| | | | | | | | 35/03 |
| 10650 | - Lighted Buoy 13 | 43 43 00 N 83 47 38 W | Fl G 4s | 4 | | Green. | Replaced by can from Dec. 14 to Apr. 21. |
| | | | | | | | 35/03 |
| 10685 | - Lighted Buoy 20 | 43 40 23 N 83 49 55 W | Fl R 4s | 4 | | Red. | Replaced by nun from Dec. 14 to Apr. 21. |
| | | | | | | | 35/03 |
| Alpena | | | | | | | |
| 11390 | - Junction Lighted Buoy AL | 45 02 57 N 83 24 04 W | Fl (2+1) R 6s | 4 | | Red with green band. | Replaced by nun from Dec. 1 to Apr. 28. |
| | | | | | | | 35/03 |

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.
Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VII LIGHT LIST, 2003

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|--|--|--------------------------|-----------------------|---------------|--------------|--|---|
| 11505 | <i>Nordmeer Wreck Lighted Buoy WR1</i> 1,470 feet, 102° from last reported position of wreck. | 45 08 08 N 83 09 18 W | Fl G 4s | | 4 | Green. | RACON: N (- •). Maintained from Apr. 28 to Dec. 1. * |
| | | | | | | | 35/03 |
| 18350 | <i>Pyramid Point Shoal Lighted Buoy 5</i> Marks north side of shoal. | 45 00 00 N 85 55 37 W | Fl G 4s | | 4 | Green. | Replaced by can from Nov. 14 to Apr. 14. * |
| | | | | | | | 35/03 |
| 18360 | <i>South Manitou Island Shoal Lighted Gong Buoy 8</i> | 44 57 26 N 86 10 03 W | Fl R 4s | | 5 | Red. | Replaced by nun from Nov. 14 to Apr. 14. * |
| | | | | | | | 35/03 |
| 18365 | <i>Sleeping Bear Lighted Bell Buoy 7</i> | 44 54 05 N 86 09 57 W | Fl G 4s | | 5 | Green. | Replaced by can from Nov. 14 to Apr. 14. * |
| | | | | | | | 35/03 |
| Portage Lake | | | | | | | |
| 18415 | - NORTH PIERHEAD LIGHT | 44 21 36 N 86 16 06 W | Fl G 4s | 32 11 | 5 | White cylindrical tower with green band. 20 | HORN: 1 blast ev 15s (2s b). Operates from Apr. 1 to Nov. 1. * |
| | | | | | | | 35/03 |
| 19335 | MIDDLE GROUND LIGHT 3 Marks southeast side of shoal. | | Fl G 4s | 23 10 | 4 | SG on column on cylindrical base. 18 | * |
| | | | | | | | 35/03 |
| 19340 | DRAKE POINT LIGHT 4 Marks north side of shoal. | | Fl R 4s | 23 10 | 4 | TR on column on cylindrical base. 18 | * |
| | | | | | | | 35/03 |
| 19625 | <i>Indiana Shoal Lighted Gong Buoy 2</i> Marks northeast side of shoals. | 41 43 26 N 87 20 53 W | Fl R 4s | | 4 | Red. | Maintained from Mar. 28 to Dec. 14. * |
| | | | | | | | 35/03 |
| 19790 | - Northeast Shoal Lighted Buoy 2 Marks east side of shoal. | 41 45 36 N 87 28 02 W | Fl R 4s | | 5 | Red. | RACON: C (- • - •). Replaced by nun from Dec. 14 to Mar. 28. * |
| | | | | | | | 35/03 |
| CALUMET AND INDIANA HARBORS (Chart 14929) | | | | | | | |
| 19795 | - East Shoal Lighted Buoy 4 | 41 43 59 N 87 28 14 W | Fl R 6s | | 5 | Red. | Replaced by nun from Dec. 14 to Mar. 28. * |
| | | | | | | | 35/03 |

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.

Denotes a new entry when preceding the station number.

SECTION II

| CORRECTIONS TO PUB 111, LIST OF LIGHTS, 2003 EDITION | | | | | | | |
|--|--|-----------------------------|--------------------------------------|---------------|--------------|---|---------------------------------------|
| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
| 1752 | -Achao, root of pier. <i>G 1648</i> | 42° 28.0' S 73° 30.0' W | Fl.G. period 5s fl. 1s, ec. 4s | 20 6 | 9 | Green metal pillar; 11. | |
| | | | | * | * | * | 35/03 |
| | *Delete Heading: *Puerto Williams: | | | | | | |
| 2648 | --Muelle Covadonga, head. <i>G 1317.4</i> | | | | | Remove from list. | |
| | | | | | * | | 35/03 |
| 2652 | --Muelle Aserradero, head. <i>G 1317.6</i> | | | | | Remove from list. | |
| | | | | | * | | 35/03 |
| 2656 | --Muelle Guardian Brito, E. <i>G 1317.2</i> | | | | | Remove from list. | |
| | | | | | * | | 35/03 |
| 2660 | --W. end. <i>G 1317.3</i> | | | | | Remove from list. | |
| | | | | | * | | 35/03 |
| 2662 | -Zanartu Range, front. <i>G 1316.3</i> | | | | | Remove from list. | |
| | | | | | * | | 35/03 |
| 2663 | --Rear, 32 meters 270° from front. <i>G 1316.31</i> | | | | | Remove from list. | |
| | | | | | * | | 35/03 |
| 6582 | -Eden Jetty, head. <i>K 2573</i> | | | | | Remove from list. | |
| | | | | | * | | 35/03 |
| 6784 | -Stanhope Point. <i>K 3635</i> | 42° 50.0' S 147° 19.5' E | Iso.R. (neon) period 4s | 8 2 | 5 | Red column on black pile beacon. | F.R. marks ends of wharf close NW. |
| | | * | * | | | | 35/03 |
| 8332 | -No. "4" Inward Range, front. <i>K 2059</i> | 34° 45.9' S 138° 29.3' E | F.Bu. | 16 5 | | Beacon, orange triangular daymark, point up. | |
| | | | | * | | | 35/03 |
| 8336 | --Rear, 655 meters 029°59' from front. <i>K 2059.1</i> | 34° 45.6' S 138° 29.6' E | F.Bu. | 26 8 | | Beacon, orange triangular daymark, point down. | |
| | | | | * | | | 35/03 |
| 9328 | North West Island. <i>K 1691.98</i> | 20° 21.6' S 115° 31.5' E | Fl.W. period 5s | 55 17 | 16 | White hut; 13. | |
| | | * | * | | * | | 35/03 |

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.
 Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO PUB 112, LIST OF LIGHTS, 2003 EDITION

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|--|--------------------------|-----------------------------|-----------------------|---------------|--------------|---------------------------------|----------------|
| 16492 -N. breakwater, head. <i>F 4437</i> | | 37° 25.9' N 129° 11.8' E | Fl.R. period 4s | 39 12 | 5 | Red round concrete tower; 28. | |
| | | * | | * | * | | 35/03 |
| 16760.5 -W. breakwater. <i>F 4355.5</i> | | 35° 02.8' N 129° 00.6' E | Fl.(2)G. period 6s | 105 32 | 12 | White round concrete tower; 99. | |
| | | | | * | | | 35/03 |

CORRECTIONS TO PUB 113, LIST OF LIGHTS, 2002 EDITION

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|--|--------------------------|----------------------------|--------------------------------------|---------------|--------------|---|--|
| *18278 -Karantinnaya Bukhta Range, <i>E 5303.5</i> front. | | 44° 36.6' N 33° 30.0' E | Oc.G. period 2.3s | | 6 | | Other leading lights are shown in this bay. |
| | | | | | | | 35/03 |
| *18279 -Rear, 100 meters <i>E 5303.51</i> from front. | | 44° 36.6' N 33° 30.0' E | Oc.G. period 2.3s | | 6 | | Radar reflector. |
| | | | | | | | 35/03 |
| 18356 Alushta. <i>E 5326</i> | | 44° 40.1' N 34° 24.9' E | Fl.R. period 4s fl. 1s, ec. 3s | 26 8 | 4 | Red metal structure, white bands; 13. | Radar reflector. |
| | | | | | * | | 35/03 |
| 19024 -Range, front, Vostochnyy Mol, <i>E 5642</i> head. | | 44° 43.3' N 37° 48.1' E | Iso.G. period 3s | 79 24 | 10 | Round concrete tower, red and white bands; 70. | Nautophone: 5 bl. ev. 60s. |
| | | | Iso.G. period 3s | 52 16 | 10 | | Visible on range line only. |
| | | | | | * | | 35/03 |

CORRECTIONS TO PUB 115, LIST OF LIGHTS, 2002 EDITION

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|--|--------------------------|----------------------------|---------------------------|---------------|-----------------------|----------------------------------|--|
| 10708 -Svartoksen. <i>L 2540</i> | | 67° 15.8' N 14° 14.1' E | Fl.(2)W.R.G. period 4s | 36 11 | W. 7 R. 5 G. 4 | White lantern on cairn. | W. 035°30'-061°, R.-177°30', G.-208°30', W.-215°30', R.- 244°30', W.-248°, G.-035°30'. |
| | | * | | | * | | * |
| | | | | | | | 35/03 |
| 11516 Kabelvag, on Leiskjaeret. <i>L 2884</i> | | 68° 12.5' N 14° 29.5' E | Oc.W.R.G. period 6s | 26 8 | W. 6 R. 4 G. 4 | White lantern on concrete piles. | R. 256°30'-269°, W.-276°, G.- 313°, W.-353°30', R.-359°30', W.-013°, G.-027°. |
| | | | | | * | | * |
| | | | | | | | 35/03 |
| 11520 Orsvag, on Sagoy. <i>L 2888</i> | | 68° 11.8' N 14° 25.6' E | Oc.W.R.G. period 6s | 89 27 | W. 10 R. 7 G. 7 | White lantern on base. | G. 221°-245°, R.-258°, G.-275°, R.-306°, W.-311°, G.-315°, W.-321°, R.-352°, W.-357°, G.-024°, W.-031°, R.-047°30', W.-053°, G.-061°30'. |
| | | | | | * | * | |
| | | | | | | | 35/03 |

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.

Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO PUB 115, LIST OF LIGHTS, 2002 EDITION

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|--------------------------|---|----------------------------|--|---------------|-----------------------|--------------------------------|---|
| 11532 <i>L 2892.1</i> | -Rear, 297 meters 303° from front. | 68° 11.9' N 14° 19.8' E | Oc.(2)R. period 8s | 144 44 | 7 | White lantern. | Visible 300°-306°. Intensified on range line. |
| | | | | | * | * | 35/03 |
| 11572 <i>L 2916</i> | Lyngvaer, on Brandholmbaen. | 68° 14.2' N 14° 13.5' E | Oc.W.R.G. period 6s | 12 4 | W. 10 R. 7 G. 7 | White lantern on piles; 16. | W. 000°-042°, R.-090°, W.-154°, G.-202°, R.-310°. |
| | | | | | * | * | 35/03 |
| 11588 <i>L 2919</i> | Gimsøybaen. | 68° 15.8' N 14° 15.4' E | Oc.(2)W.R.G. period 8s | 19 6 | W. 9 R. 7 G. 6 | Bridge pier. | R. 161°-206°30', W.-215°30', G.-308°30', R.-012°, G.-023°, R.-035°, W.-047°30', G.- 049°30'. Iso.G. on bridge pier. |
| | | | | | | | Located 300 meters ESE, on bridge. |
| | RACON | | T(-) period 12s | | * | * | 35/03 |
| 11596 <i>L 2922</i> | Gimsøy, on Kristenskjærene. | 68° 19.0' N 14° 16.0' E | Fl.I.W.R.G. period 5s fl. 1s, ec. 4s | 22 7 | W. 5 R. 3 G. 3 | White lantern on stone beacon. | R. 161°-190°, W.-196°, G.-323°, W.-341°, R.-114°, R. 132°- 135°. |
| | | | | | * | * | 35/03 |
| 11600 <i>L 2934</i> | Festvaghalsen, Gimsoystrømmen, N. entrance. | 68° 20.0' N 14° 20.0' E | Oc.(3)W.R.G. period 10s | 33 10 | W. 9 R. 7 G. 6 | White lantern on piles. | R. 022°-028°, G.-033°30', W.- 040°, R.-131°, R.-148°, W.- 153°, R.-161°, W.-179°, G.- 204°, R.-208°. |
| | | | | | * | * | 35/03 |
| 11620 <i>L 2934</i> | Buoyhavn, on Hellen. | 68° 07.8' N 13° 51.7' E | Oc.W.R.G. period 6s | 41 12 | W. 9 R. 7 G. 6 | White lantern. | G. 205°-251°, W.-262°, R.-285°, W.-297°, G.-324°. |
| | | | | | * | * | 35/03 |
| 11640 <i>L 2946</i> | Steine, entrance, S. side. | 68° 07.0' N 13° 49.0' E | Oc.W.R.G. period 6s | 34 10 | W. 9 R. 7 G. 6 | Wooden hut. | W. 180°-239°, G.-280°, W.-285°, R.-312°, W.-320°, G.-003°, R.- 009°. |
| | | | | | * | * | 35/03 |
| 11656 <i>L 2950</i> | -Notskjærret. | 68° 05.7' N 13° 44.1' E | Iso.W.R.G. period 6s | 37 11 | W. 4 R. 3 G. 2 | White lantern. | G. 002°-055°, G. 075-140°, R.- 213°, G.-278°, W.-304°, R.- 345°. |
| | | | | | * | * | 35/03 |
| 12004 <i>L 3062.1</i> | -Rear, 95 meters 218° from front. | 68° 17.9' N 13° 43.1' E | F.R. | 31 9 | 4 | Lantern on wooden post. | |
| | | | | | * | * | 35/03 |
| 12008 <i>L 3064</i> | Nesjeoyene. | 68° 18.3' N 13° 45.4' E | Iso.W.R.G. period 6s | 16 5 | W. 5 R. 3 G. 2 | Iron hut. | R. 151°30'-155°, W.-167°, G.- 208°, R.-320°, G.-344°30', W.-346°, R.-351°30', G.-012°, R.-060°. |
| | | | | | * | * | 35/03 |
| 12012 <i>L 3071</i> | Borgvaerskjaer, SW. | 68° 19.1' N 13° 46.6' E | Fl.R.G. period 3s | 30 9 | R. 3 G. 2 | Lantern on pedestal. | R. 078°-141°, G.-164°. |
| | | | | | * | * | 35/03 |

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.

Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO PUB 115, LIST OF LIGHTS, 2002 EDITION

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|--------------------------|--------------------------------------|----------------------------|----------------------------|---------------|-----------------------|-----------------------------------|---|
| 12024 <i>L 3070</i> | Borgvaer, Storborgen, N. point. | 68° 20.0' N 13° 48.0' E | Oc.(2)W.R.G. period 8s | 84 26 | W. 5 R. 3 G. 3 | White lantern. | R. 042°-108°, G.-170°, W.-180°, R.-240°, W.-243°, G.-313°. |
| | | | * | | * | | 35/03 |
| 12032 <i>L 3076</i> | Sand Range, front. | 68° 19.0' N 13° 53.0' E | F.R. | 40 12 | 7 | White lantern. | Visible 142°-152°. Intensified on range line. |
| | | | * | | * | | 35/03 |
| 12044 <i>L 3081</i> | Kleivan Range, front. | 68° 20.0' N 14° 00.0' E | F.R. | 69 21 | 5 | Post. | Visible 230°-300°. |
| | | | * | | * | | 35/03 |
| 12048 <i>L 3081.1</i> | -Rear, 40 meters 264°30' from front. | 68° 19.9' N 14° 00.0' E | F.R. | 78 24 | 5 | Post. | Visible 230°-300°. |
| | | | * | | * | | 35/03 |
| 12052 <i>L 3082</i> | Limtaga. | 68° 19.0' N 14° 02.0' E | Oc.(3)W.R.G. period 10s | 26 8 | W. 8 R. 6 G. 6 | White lantern on concrete column. | G. 135°-156°, R.-173°, W.-184°, G.-306°, R.-335°. |
| | | | * | | * | | 35/03 |
| 12060 <i>L 3083</i> | Vikspollen, Pollen, S. side. | 68° 19.0' N 14° 05.0' E | Oc.(3)W.R.G. period 12s | 22 7 | W. 5 R. 3 G. 2 | White lantern. | R. 114°-158°, W.-161°, G.-202°. |
| | | | * | | | | 35/03 |
| 14708 <i>L 4244</i> | -Store Vadsoy. | 70° 04.0' N 29° 44.1' E | Oc.(3)W.R.G. period 10s | 86 26 | W. 12 R. 9 G. 9 | White lantern. | R. 284°-302°, W.-095°, G.-102°. |
| | | | * | | * | | 35/03 |

CORRECTIONS TO PUB 116, LIST OF LIGHTS, 2003 EDITION

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|-----------------------|--------------------------|----------------------------|---------------------------|---------------|----------------------|---------------------------|--|
| 9204 <i>C 6623</i> | Langgarn. | 59° 04.4' N 18° 17.9' E | Fl.(3)W.R.G. period 9s | 20 6 | W. 7 R. 5 G. 4 | Red tower, gray base; 22. | G. 210°18'-233°36', W.- 235°42', R.-244°30', G.- 315°18', R.-355°06', G.- 006°12', W.-022°, R.-051°30', G.-090°. |
| | | | * | | | | 35/03 |

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.

Denotes a new entry when preceding the station number.

SECTION II

PUBLICATIONS AFFECTED BY NOTICE TO MARINERS THROUGH NM 35/03

Note: * indicates New Edition/New Publication; ** indicates Publication Canceled; N indicates Not For Sale

| NIMA Reference No. | Ed. | Notice to Mariners No. | NIMA Reference No. | Ed. | Notice to Mariners No. | NIMA Reference No. | Ed. | Notice to Mariners No. |
|---------------------------------------|------|--|--------------------|------|---|--|------|--|
| NIMA HYDRO CATALOG CATP2V01U | | | SDPUB140 | 2001 | 21*,48,49,51/01;8, 17,23,32,42,43,44, 46,47,48,50/02;4,6, 7,8,9,11,12,15,19, 21,22,23,24,25,26, 31,32,34/03 | USCG LIGHT LIST VOLUMES I - VII | | |
| Region 1 | 2002 | 1*,2,3,4,7,8,9,10,11, 14,15,17,19,20,21, 22,23,24,25,26,27, 28,29,30,31,32, 35/03 | SDPUB141 | 2001 | 21*,8,15,17,20,21,22, 23,24,26,28,30,32, 33,34/03 | COMDTM165021 | 2003 | 17*,18,19,20,21,22, 23,24,25,26,27,28, 29,30,31,32,33, |
| Region 2 | 2002 | 1*,8,15,17,20,21,22, 23,24,26,28,30,32, 33,34/03 | SDPUB142 | 2000 | 49/00*;3,31,35/01; 1,15,43/02 | COMDTM165022 | 2003 | 34/03 17*,18,19,20,21,22, 23,24,25,26,27,28, 29,30,31,32,33,34, |
| Region 3 | 2002 | 1/03* | SDPUB143 | 2000 | 8*,10,19,29/00;16, 26/01;1,25/02;9/03 | COMDTM165023 | 2003 | 35/03 17*,18,19,20,21,23, 24,25,26,28,29,31, |
| Region 4 | 2002 | 1*,23/03 | SDPUB145 | 2000 | 13*,14,18,19,22,26, 32,37,38,46,47,51, 53/00;1,4,5,7,10,12, 28,29,35,52/01;14, 27/02 | COMDTM165024 | 2003 | 32,33,34,35/03 18*,19,20,21,22,23, 24,25,26,27,28,29, |
| Region 5 | 2002 | 1*,3,5,8,22,27,30, 33/03 | SDPUB147 | 2001 | 35/01*;21,22,23, 24/02 | COMDTM165025 | 2002 | 30,31,32,33,34, 35/03 16/02* |
| Region 6 | 2002 | 1*,10,11,13,16,19, 20,21,25,28,30, 33/03 | SDPUB148 | 2001 | 48/01*;23,24/02; 22/03 | COMDTM165026 | 2003 | 18*,19,20,21,22,23, 24,25,26,27,28,29, 30,31,32,33,34, 35/03 |
| Region 7 | 2002 | 1*,11,15,28/03 | SDPUB153 | 2000 | 6/01*;28,30,41,44, 46,47,48,52/02;1,3, 4,8,13,15,22,25,32, 35/03 | COMDTM165027 | 2003 | 18*,20,21,22,23,24, 26,27,28,30,31,32, 33,34,35/03 |
| Region 8 | 2002 | 1*,14/03 | SDPUB154 | 2002 | 17*,19,31,42,44,45, 46,48,50/02;3,14,19, 23,30/03 | FLEET GUIDES | | |
| Region 9 | 2002 | 1*,34/03 | SDPUB155 | 2001 | 31*,48/01;10,45, 46/02 | FGPUB940ATL | 2001 | N47/01* |
| Miscellaneous Charts and Publications | 2002 | 1*,2,4,5,6,7,9,11,12, 13,15,17,18,19,20, 21,23,24,25,27,28, 29,30,31,32,33, 34/03 | SDPUB159 | 2002 | 42*,48/02 | FGPUB941PAC | 2001 | N22/01* |
| LLPUB110 | 2003 | 7*,8,9,11,13,14,15, 16,17,18,20,21,23, 24,25,26,27,28,29, 31,32,33,34/03 | SDPUB160 | 2002 | 47*,48,49,52/02;6,8, 10,11,19,21,22,23, 30,33/03 | NOS MISCELLANEOUS PUBLICATIONS | | |
| LLPUB111 | 2003 | 33*,34,35/03 | SDPUB161 | 2002 | 23*,24,44,47,48/02; 5,12/03 | NOSPBCATALOG1 | 2000 | 20/00* |
| LLPUB112 | 2003 | 4*,5,6,7,8,9,10,11, 12,13,14,15,16,17, 18,19,20,21,22,23, 24,25,26,27,28,29, 30,31,32,33,34, 35/03 | SDPUB162 | 2001 | 51/01*;5,12/03 | NOSPBCATALOG2 | 2000 | 34/00* |
| LLPUB113 | 2002 | 45*,47,48,50,51, 52/02;1,2,3,4,5,6,7, 8,10,11,12,13,14,15, 16,17,18,19,20,21, 22,23,24,25,26,27, 28,29,30,31,32,33, 34,35/03 | SDPUB163 | 2002 | 18*,20,21,26,46, 51/02;13,24,26,27, 28,29,30,31/03 | NOSPBCATALOG3 | 2000 | 28/00* |
| LLPUB114 | 2003 | 17*,19,21,22,23,24, 27,31,32/03 | SDPUB164 | 2000 | 30/00*;31,35,36/01; 8,28/03 | NOSPBCATALOG4 | 2000 | 34/00* |
| LLPUB115 | 2002 | 39*,40,41,44,45,50, 51,52/02;1,15,19,20, 26,34,35/03 | SDPUB171 | 2001 | 40*,47,48,52/01;5,9, 14,16,41/02;23,24, 26/03 | ALMANACS | | |
| LLPUB116 | 2003 | 24*,26,27,28,29,30, 31,32,33,34,35/03 | SDPUB172 | 2001 | 1*,2,3,5,6,7,8,9,14, 15,16,17,18,19,20, 22,24/02;1,11,12,13, 14,15,19,20,22,23, 25,26,27,28,29,31, 32,33,34,35/03 | AIRALMANAC401 | 2004 | 29/03* |
| SAILING DIRECTIONS | | | SDPUB173 | 2002 | 50*,51/02;3,22,24, 25,26,27,32,33, 34/03 | NAUTALMANAC04 | 2004 | 29/03* |
| CDPUBSD125 | 2003 | 19/03* | SDPUB174 | 2000 | 7*,19,37,45,51, 52/01;1,5,14,19,22, 28,33,37,38,48/02; 30/03 | COAST PILOT | | |
| CDPUBSD131 | 2002 | 9/03* | SDPUB175 | 2001 | 41*,43,45,51/01;8, 11,12,13,14,16,17, 21,27,37,41,49/02; 26,27,29,32/03 | NOSPBCP1 | 33 | 27*,28,29,32,33, 34/03 |
| CDPUBSD146 | 2002 | 4/03* | SDPUB180 | 2002 | 32*,33,42,47,48, 50/02;6,13,14,17,21, 24/03 | NOSPBCP2 | 32 | 17*,18,21,22,26,28, 30,32,33,35/03 |
| CDPUBSD157 | 2003 | 17/03* | SDPUB181 | 2002 | 38*,39/02 | NOSPBCP3 | 36 | 34/03* |
| CDPUBSD158 | 2003 | 24/03* | SDPUB182 | 2001 | 8*,10,12,41/02; 17/03 | NOSPBCP4 | 35 | 34/03* |
| CDPUBSD192 | 2003 | 32/03* | SDPUB183 | 2001 | 27/01*;13,15,16/02; 18/03 | NOSPBCP5 | 30 | 2*,6,10,12,14,18,20, 27,30,32,35/03 |
| CDPUBSD194 | 2002 | 6*,8,15,17,30,33, 35/03 | SDPUB191 | 2000 | 5*,7,8,9,10,11,12, 13,14,15,16,17,18, 19,20,22,23,27,28, 29,30,31,33,34,36, 44,45,47,48/01;10, 14,15,16,17,42, 50/02;2,9,12,15,18, 22/03 | RADIO NAVIGATIONAL AIDS | | |
| SDPUB120 | 2001 | 12*,18,48,49,51/01; 8,13,14,21,22,24,29, 33,35,37,42,43,44, 45,47/02;4,6,7,8,9, 10,11,12,14,17,20, 21,23,29,30,31/03 | SDPUB193 | 2000 | 27*,38,49/00;9,26, 27,31,32/01;14,15, 26,52/02;18,19,20, 23,29/03 | RAPUB117 | 2002 | 50/02*;13/03 |
| SDPUB123 | 2001 | 45*,47,48/01;1,14, 17,18,19/02;24,25, 27,28,32/03 | SDPUB195 | 2002 | 33*,40,49,51,52/02; 1,2,3,15,16,21,32, 33/03 | AMERICAN PRACTICAL NAVIGATOR | | |
| SDPUB124 | 2001 | 18*,44,45,47,48,49, 52/01;17,19,20,21, 29,30,31,34,46, 50/02;24,25,27,28, 29,30,32,35/03 | SDPUB200 | 2002 | 38*,39,42/02;22,27, 34/03 | INTERNATIONAL CODE OF SIGNALS | | |
| SDPUB126 | 2002 | 39*,41,42,43,44,45, 48/02;24,26,27,28, 30,32/03 | NVPUB9 | 2002 | 18/03 | CDPUBNV102 | 2003 | 20/03* |
| SDPUB127 | 2000 | 37*,38/00;18,33,40, 44,45,48,49,52/01;1, 11,13,17,18,27,33, 34,37,41,47,49, 51/02/5/03 | NVPUB150 | 2000 | 50/00*;14,15,16,20, 21,41,42,43,44,45, 46,47,48,49,51, 52/01;1,2,5,6,10,11, 12,16,19,21,22,27, 31,32,33,36,39,40, 42,46,49/02;2,7,10, 15,20/03 | WORLD PORT INDEX | | |
| SDPUB132 | 2000 | 39*,45/00;16,17,31, 35/01;1,12,21,25, 26/02;2,10/03 | NVPUB151 | 2001 | 4/02* | NVPUB9 | 2002 | 36/02*;14/03 |
| | | | NVPUB152 | 2001 | 4/02* | DISTANCES BETWEEN PORTS | | |
| | | | NVPUB153 | 2001 | 4/02* | RADAR NAVIGATION AND MANEUVERING BOARD MANUAL | | |
| | | | CDPUBNV1310 | 2001 | 51/01* | CDPUBNV1310 | 2001 | 51/01* |

SECTION II

**PUBLICATIONS AFFECTED BY NOTICE TO MARINERS
THROUGH NM 35/03**

Note: * indicates New Edition/New Publication; ** indicates Publication Canceled; N indicates Not For Sale

| NIMA Reference No. | Ed. | Notice to Mariners No. | | |
|--|------|------------------------|--|--|
| SIGHT REDUCTION TABLES (MARINE) | | | | |
| SRPUB229V1 | 1970 | 11/71* | | |
| SRPUB229V2 | 1970 | 11/71* | | |
| SRPUB229V3 | 1970 | 7/71* | | |
| SRPUB229V4 | 1970 | 3/71* | | |
| SRPUB229V5 | 1970 | 3/71* | | |
| SRPUB229V6 | 1970 | 23/70* | | |
| SIGHT REDUCTION TABLES (AIR) | | | | |
| SRPUB249V1 | 2000 | 4/01* | | |
| SRPUB249V2 | 1952 | 46/52* | | |
| SRPUB249V3 | 1952 | 46/52* | | |
| CHART NO. 1 | | | | |
| WOBZC1 | 1997 | 18/98* | | |
| CHART NO. 4 | | | | |
| WOBZC4 | 1988 | N23/91* | | |
| ATLAS OF PILOT CHARTS | | | | |
| NVPUB107 | 1998 | 30/99* | | |
| NVPUB109 | 2001 | 49/02* | | |
| USCG NAVIGATION RULES | | | | |
| COMDTM166722D | 1999 | 44/99*;52/00 | | |
| NOS TIDE TABLES | | | | |
| NOSPBTTCWPACIN3 | 2003 | N4/03* | | |
| NOSPBTTECSTNSA3 | 2003 | N4/03* | | |
| NOSPBTTEURAFR3 | 2003 | N4/03* | | |
| NOSPBTWCSTNSA3 | 2003 | N4/03* | | |
| TIDAL CURRENT TABLES | | | | |
| NOSPBTCTATCSTN3 | 2003 | N4/03* | | |
| NOSPBTCTPACAS3 | 2003 | N4/03* | | |

SECTION III

NM 35/03

BROADCAST WARNINGS

Details concerning the particulars of the broadcasting of radio navigational warnings may be found in Radio Navigational Aids, Pub. 117.

NAVAREA IV

Messages in force 141200Z August 2003:

| | | | | |
|-------------|-------------|---------------|------------|----------|
| 2001 series | 2003 series | 262(11) | 316(26) | 331(14) |
| 393(GEN) | 108(26,27) | 270(11) | 325(14) | 335(11) |
| 2002 series | 236(11) | 286(11) | 329(11,26) | 336(GEN) |
| 219(GEN) | 261(GEN) | 310(11,12,26) | 330(GEN) | |

The summary of all NAVAREA IV messages in force as of 12 December 2002 is given in Section III of NM 52/02. Warnings issued during the subsequent quarters are issued in NM 13/03 and 26/03.

NAVAREA IV WARNINGS issued from 071100Z to 141200Z August 2003.

327/03 and 328/03. CANCELED.

329/03(11,26). NORTH ATLANTIC. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS:
 - A. 0400Z TO 0359Z COMMENCING DAILY
11 THRU 17 AUG IN AREA BOUND BY
30-45N 080-54W, 30-45N 080-11W,
30-36N 080-11W, 30-34N 080-54W.
 - B. 0400Z TO 0359Z COMMENCING DAILY
11 THRU 17 AUG IN AREA BETWEEN
29-10N 29-20N AND 079-40W 079-50W.
 - C. 1300Z TO 0700Z COMMENCING DAILY
12 AND 13 AUG IN AREA BETWEEN
30-00N 29-50N AND 081-00W 080-50W.
 - D. 131500Z TO 131700Z AUG IN AREA BOUND BY
30-35N 081-21W, 30-35N 081-00W,
30-00N 081-02W, 30-00N 081-15W.
2. CANCEL THIS MSG 180459Z AUG.

(081645Z AUG 2003)

330/03(GEN).

1. NAVAREA IV MESSAGES IN FORCE 091000Z AUG 2003. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2003 SERIES: 270(11), 286(11), 310(11,12,26), 312(14), 315(11,26), 316(26), 325(14), 328(11,26), 329(11,26).
2. THE SUMMARY OF ALL NAVAREA IV MESSAGES IN FORCE AS OF 12 DEC 2002 IS GIVEN IN SEC III OF NM 52/02.
WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/03 AND 26/03.
3. CANCEL NAVAREA IV 319/03.

(091010Z AUG 2003)

331/03(14). NORTH ATLANTIC.

SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE BY
M/V AKADEMIIK LAZAREV TOWING 9000 METER LONG CABLES
IN AREA BOUND BY 49-00N 051-45W, 51-40N 050-15W,
49-40N 045-00W, 47-30N 046-00W, 47-15N 048-00W,
49-00N 051-46W. 5.5 MILE BERTH REQUESTED.

(120540Z AUG 2003)

332/03 thru 334/03. CANCELED.

335/03(11). GULF OF MEXICO.

1. 10000 METER LONG CABLE WITH FOUR BUOYS
ADRIFT IN 27-39N 093-08W AT 140100Z AUG.
2. CANCEL THIS MSG 21 AUG.

(140249Z AUG 2003)

336/03(GEN). NORTH ATLANTIC. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 180340Z TO 180947Z AUG, ALTERNATE 190340Z TO 190947Z AUG IN AREAS BOUND BY:
 - A. 28-37N 080-40W, 28-40N 080-30W,
28-32N 079-10W, 28-26N 079-10W,
28-27N 080-29W, 28-30N 080-40W.
 - B. 28-51N 078-55W, 28-32N 075-23W,
28-17N 072-52W, 27-59N 072-52W,
27-07N 070-40W, 27-25N 072-49W,
27-44N 075-27W, 28-06N 078-59W.
 - C. 26-26N 062-10W, 25-49N 059-07W,

SECTION III

25-00N 059-17W, 25-38N 062-22W.
D. 20-54N 042-32W, 19-34N 039-08W,
17-54N 035-11W, 15-30N 029-35W,
14-21N 030-08W, 16-50N 035-48W,
18-24N 039-35W, 19-51N 043-07W.
2. CANCEL THIS MSG 191047Z AUG.

(141010Z AUG 2003)

SECTION III

HYDROLANTS

Messages in force 141200Z August 2003:

| | | | | | |
|-------------|-------------|-------------|-------------|-------------|----------------|
| 2000 series | 2682(51) | 903(36) | 1422(53) | 1496(24) | 1531(55) |
| 2937(38) | 2848(37) | 1048(57) | 1441(53) | 1504(GEN) | 1532(23,29,57) |
| 3762(43) | 2869(52) | 1117(37) | 1454(53) | 1508(57) | 1534(24) |
| 4265(44) | 2882(54) | 1238(37) | 1456(38) | 1513(37) | 1536(GEN) |
| 2001 series | 2883(54) | 1239(GEN) | 1458(53) | 1516(37) | 1538(52,53) |
| 611(44) | 2003 series | 1242(24) | 1459(52,53) | 1517(22,23) | 1539(53) |
| 2659(GEN) | 41(37) | 1255(44) | 1464(55) | 1520(55) | 1540(54) |
| 2700(37) | 67(37) | 1265(52) | 1465(51) | 1521(24,57) | 1541(55) |
| 3161(44) | 390(22) | 1291(37) | 1470(54) | 1522(51,52) | 1542(37) |
| 2002 series | 544(55) | 1298(37) | 1472(35) | 1523(55) | 1543(54) |
| 245(GEN) | 604(26,27) | 1303(54) | 1473(57) | 1524(55) | 1546(24) |
| 246(GEN) | 738(35) | 1332(43) | 1487(55) | 1525(55) | 1547(24,51) |
| 383(53) | 754(37) | 1342(55) | 1489(55) | 1526(51) | |
| 2203(51) | 867(37) | 1374(52,53) | 1490(55) | 1529(24) | |

The summary of all HYDROLANTS in force as of 12 December 2002 is given in Section III of NM 52/02.
Warnings issued during the subsequent quarters are issued in NM 13/03 and 26/03.

HYDROLANT WARNINGS issued from 071100Z to 141200Z August 2003.

1490/03(55). BLACK SEA.

1. SURVEY OPERATIONS IN PROGRESS UNTIL 30 SEP BY
M/V DIORIT AND M/V ISKATEL IN AREA BOUND BY
44-54N 036-28E, 44-41N 036-27E,
44-42N 035-57E, 44-57N 035-57E.
THREE MILE BERTH REQUESTED.
3. CANCEL THIS MSG 01 OCT.

(071318Z AUG 2003)

1491/03 thru 1495/03. CANCELED.

1496/03(24). BRAZIL-SOUTH COAST.

1. SEISMIC SURVEY 100300Z TO 170300Z AUG BY
M/V VERITAS VIKING I TOWING SIX 5400 METER
LONG CABLES IN AREA BOUND BY
25-43.4S 042-27.3W, 25-09.1S 042-27.7W,
25-08.9S 042-05.5W, 25-29.7S 042-05.2W,
25-43.3S 042-16.3W.
SIX MILE BERTH REQUESTED.
2. CANCEL HYDROLANT 1493/03(35), AID RESTORED.
3. CANCEL THIS MSG 170400Z AUG.

(080540Z AUG 2003)

1497/03 thru 1503/03. CANCELED.

1504/03(GEN).

1. HYDROLANT MESSAGES IN FORCE 091100Z AUG 2003. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2003 SERIES: 1255(44), 1265(52), 1291(37), 1298(37),
1303(54), 1332(43), 1342(55), 1349(36,37), 1374(52,53),
1395(55), 1406(51), 1422(53), 1441(53), 1454(53), 1456(38),
1458(53), 1459(52,53), 1464(55), 1465(51), 1467(53),
1470(54), 1471(36), 1472(35), 1473(57), 1474(52),
1476(23,29,57), 1483(55), 1486(37), 1487(55), 1489(55),
1490(55), 1496(24), 1500(35), 1501(24), 1502(24).
2. THE SUMMARY OF ALL HYDROLANT MESSAGES IN FORCE AS OF 12 DEC 2002 IS GIVEN IN SEC III OF NM 52/02. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/03 AND 26/03.
3. CANCEL HYDROLANT 1161/03, 1243/03, 1361/03, 1447/03,
1449/03, 1463/03, 1503/03.

(091110Z AUG 2003)

1505/03 thru 1507/03. CANCELED.

1508/03(57). GULF OF GUINEA.

1. UNDERWATER OPERATIONS IN PROGRESS UNTIL FURTHER NOTICE BY M/V SAIPEM 10000 IN 05-44.9N 004-28.1E. ONE MILE BERTH REQUESTED.
2. CANCEL HYDROLANT 1507/03.

(091912Z AUG 2003)

SECTION III

1509/03 thru 1512/03. CANCELED.

1513/03(37). NORTH SEA.

CHART 37166 (2ND ED).

PLATFORM 53-34N 001-58E ALL NAVIGATIONAL AIDS INOPERATIVE.

(092352Z AUG 2003)

1514/03 and 1515/03. CANCELED.

1516/03(37). ENGLAND-SOUTHEAST COAST.

CHART 37150 (8TH ED).

1. DANGEROUS WRECK MARKED BY EAST CARDINAL BUOY,
VQ (3) 5 SEC, IN 52-33.47N 002-32.70E.
2. CANCEL HYDROLANT 1510/03, AID RESTORED.
3. CANCEL HYDROLANT 1512/03.

(101356Z AUG 2003)

1517/03(22,23). SOUTH ATLANTIC. CAPE HORN.

1. 3000 METER LONG WIRE ROPE ADRIFT IN 54-47.7S 063-07.0W.
2. CANCEL THIS MSG 17 AUG.

(101442Z AUG 2003)

1518/03 and 1519/03. CANCELED.

1520/03(55). BLACK SEA. ORDNANCE.

CHART 55129 (7TH ED).

1. MINE IN 44-36.3N 037-55.4E.
2. CANCEL HYDROLANT 1518/03.

(110840Z AUG 2003)

1521/03(24,57). ATLANTIC OCEAN. ROCKETS.

1. HAZARDOUS OPERATIONS 16 AUG THRU 15 SEP WITHIN:

- A. 5.4 MILES OF 02-19.07S 044-22.10W.
- B. 25.9 MILES OF 01-27.97S 041-33.83W.
- C. 53.5 MILES OF 00-37.32S 038-48.18W.
- D. 59.4 MILES OF 04-55.38N 019-54.37W.
- E. 59.4 MILES OF 05-30.42N 017-48.00W.

2. CANCEL THIS MSG 16 SEP.

(110940Z AUG 2003)

1522/03(51,52). STRAIT OF GIBRALTAR.

1. NATO WARSHIPS ARE CONDUCTING ESCORT OPERATIONS IN THE STRAIT OF GIBRALTAR IN ORDER TO MAINTAIN SECURITY IN THE AREA AND TO ENSURE THE SAFE TRANSIT OF DESIGNATED ALLIED SHIPS.

2. ALL VESSELS SAILING THROUGH THE STRAIT OF GIBRALTAR ARE REQUESTED TO KEEP 500 YARDS CLEAR OF ESCORT FORMATIONS AND ARE ADVISED TO LISTEN ON VHF CHANNEL 16.

3. ANY VESSEL APPROACHING A MILITARY FORMATION WITHOUT ESTABLISHING COMMUNICATIONS MAY BE CONSIDERED AS HAVING POTENTIALLY HOSTILE INTENTIONS.

4. NOTHING IN THIS NAVIGATIONAL WARNING IS INTENDED TO IMPEDE OR INTERFERE WITH THE FREEDOM OF NAVIGATION. THIS WARNING IS PUBLISHED SOLELY TO ADVISE ABOUT THE HEIGHTENED STATE OF READINESS OF NATO FORCES.

(111050Z AUG 2003)

1523/03(55). BLACK SEA. ORDNANCE.

1. UNDERWATER ORDNANCE DETONATIONS:

- A. 150700Z TO 150900Z AUG WITHIN 1.5 MILES OF 45-07.6N 036-31.9E.
- B. 150900Z TO 151100Z AUG WITHIN 1.5 MILES OF 45-07.8N 036-31.5E.

2. CANCEL HYDROLANT 1395/03.

3. CANCEL HYDROLANT 1519/03(35), AID RESTORED.

4. CANCEL THIS MSG 151200Z AUG.

(111400Z AUG 2003)

1524/03(55). BLACK SEA. GUNNERY.

1. GUNNERY EXERCISES 150700Z TO 150800Z AND 171100Z TO 171200Z AUG IN AREA BOUND BY 44-24.2N 033-21.3E, 44-21.5N 033-17.7E, 44-24.1N 033-15.0E, 44-26.7N 033-18.0E.

2. CANCEL THIS MSG 171300Z AUG.

(111432Z AUG 2003)

SECTION III

NM 35/03

1525/03(55). BLACK SEA. GUNNERY.

1. GUNNERY EXERCISES 150830Z TO 151130Z AND 170730Z TO 171030Z AUG IN AREA BOUND BY 44-09.0N 033-30.2E, 44-04.0N 033-30.2E, 44-04.0N 033-09.0E, 44-13.0N 033-09.0E.
2. CANCEL THIS MSG 171130Z AUG.

(111443Z AUG 2003)

1526/03(51). NORTH ATLANTIC.

S/V REMS, FIVE PERSONS ON BOARD, DISMasted AND ADRIFT IN 36-47.29N 036-31.48W AT 111100Z AUG. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO MRCC DELGARDA, TELEX: 82479, PHONE: 3512 9628 1777, FAX: 3512 9620 5239.

(111630Z AUG 2003)

1527/03 and 1528/03. CANCELED.

1529/03(24). BRAZIL-EAST COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 160259Z AUG BY M/V CGG HARMATTAN TOWING SIX 6000 METER LONG CABLES IN AREA BETWEEN 21-10S 20-50S AND 039-50W 040-18W. FOUR MILE BERTH REQUESTED.
2. CANCEL THIS MSG 160359Z AUG.

(120640Z AUG 2003)

1530/03. CANCELED.

1531/03(55). BLACK SEA. ORDNANCE.

1. UNDERWATER ORDNANCE DETONATIONS 0800Z TO 1200Z DAILY 15 AND 16 AUG WITHIN ONE MILE OF 44-37.6N 033-28.7E.
2. CANCEL HYDROLANT 1528/03(35), AID RESTORED.
3. CANCEL THIS MSG 161300Z AUG.

(120935Z AUG 2003)

1532/03(23,29,57). SOUTH ATLANTIC. ICE.

1. ICEBERGS REPORTED ON 11 AUG:
 - A. A-38A, 22 MILES BY 48 MILES IN 59-30S 046-18W.
 - B. A-38B, 22 MILES BY 25 MILES IN 57-42S 045-36W.
 - C. A-38C, SEVEN MILES BY 11 MILES IN 55-30S 043-42W.
 - D. A-38D, TWO MILES BY TEN MILES IN 59-24S 045-12W.
 - E. A-43B, 13 MILES BY 40 MILES IN 54-24S 039-06W.
 - F. A-43C, 24 MILES BY 41 MILES IN 57-42S 031-24W.
 - G. A-43G, EIGHT MILES BY 49 MILES IN 49-36S 025-36W.
 - H. A-43I, TWO MILES BY 12 MILES IN 59-12S 035-48W.
 - I. A-46, FOUR MILES BY 11 MILES IN 53-48S 043-54W.
 - J. A-47, NINE MILES BY 14 MILES IN 52-18S 047-36W.
 - K. A-48, NINE MILES BY TEN MILES IN 59-42S 046-42W.
 - L. A-50, ONE MILE BY TEN MILES IN 59-00S 050-30W.
 - M. B-09A, 15 MILES BY 22 MILES IN 52-12S 015-54W.
2. CANCEL THIS MSG 19 AUG.

(120950Z AUG 2003)

1533/03. CANCELED.

1534/03(24). BRAZIL-SOUTH COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 191500Z AUG BY M/V THALES VENTURER TOWING 5500 METER LONG CABLE IN AREA BOUND BY 23-28.0S 043-20.9W, 23-28.0S 042-46.6W, 24-05.0S 042-46.6W, 24-05.0S 043-33.0W, 24-17.1S 043-42.2W, 24-12.0S 043-52.6W, 23-46.5S 043-37.9W, 23-49.0S 043-21.0W. TEN MILE BERTH REQUESTED.
2. CANCEL HYDROLANT 1530/03.
3. CANCEL THIS MSG 191600Z AUG.

(130550Z AUG 2003)

1535/03. CANCELED.

1536/03(GEN). NORTH ATLANTIC. NORWAY.

1. LORAN-C STATION VAERLANDET, RATES 9007-Y AND 7499-Y, OFF AIR 140700Z TO 141000Z AUG.
2. CANCEL THIS MSG 141100Z AUG.

(130640Z AUG 2003)

1537/03. CANCELED.

SECTION III

1538/03(52,53). STRAIT OF SICILY.

1. DERELICT EIGHT METER VESSEL ADRIFT
VICINITY 35-20.2N 012-55.9E.
REPORTS TO ANY COASTAL RADIO STATION.
2. CANCEL HYDROLANT 1467/03(53), AIDS RESTORED.
3. CANCEL THIS MSG 20 AUG.

(130950Z AUG 2003)

1539/03(53). SICILIA-NORTH COAST.

- CHART 53242 (12TH ED).
CAPO ZAFFERANO LIGHT 38-06.6N 013-32.5E UNLIT.

(131050Z AUG 2003)

1540/03(54). IONIAN SEA.

1. TEN METER LONG OBJECT ADRIFT VICINITY
35-37.3N 020-30.7E AT 130945Z AUG.
2. CANCEL THIS MSG 20 AUG.

(131110Z AUG 2003)

1541/03(55). BLACK SEA. GUNNERY.

1. GUNNERY EXERCISES 180700Z TO 180900Z AUG
IN AREA BOUND BY
45-13.0N 032-45.8E, 45-11.6N 032-45.0E,
45-12.5N 032-37.8E, 45-15.0N 032-39.5E.
2. CANCEL THIS MSG 181000Z AUG.

(131430Z AUG 2003)

1542/03(37). ENGLISH CHANNEL.

1. NUMEROUS CONTAINERS ADRIFT VICINITY 49-54.4N 001-55.3W.
2. CANCEL THIS MSG 20 AUG.

(131530Z AUG 2003)

1543/03(54). SEA OF CRETE. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 181300Z TO 190400Z AUG
WITHIN TEN MILES OF 35-56N 024-30E.
2. CANCEL THIS MSG 190500Z AUG.

(131700Z AUG 2003)

1544/03 and 1545/03. CANCELED.

1546/03(24). BRAZIL-EAST COAST.

- CHART 24190 (15TH ED).
PORTO SEGURO LIGHT 16-26.2S 039-03.8W UNLIT.

(140710Z AUG 2003)

1547/03(24,51). NORTH ATLANTIC. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 180340Z TO 180947Z AUG, ALTERNATE
190340Z TO 190947Z AUG IN AREA BOUND BY
20-54N 042-32W, 19-34N 039-08W,
17-54N 035-11W, 15-30N 029-35W,
14-21N 030-08W, 16-50N 035-48W,
18-24N 039-35W, 19-51N 043-07W.
2. CANCEL THIS MSG 191047Z AUG.

(141040Z AUG 2003)

SECTION III

NM 35/03

NAVAREA XII

Messages in force 141200Z August 2003:

| | | | | |
|-------------------------|-------------------------|-------------------------|---------------------|-----------------------|
| 2001 series 298(GEN) | 2002 series 178(GEN) | 2003 series 169(GEN) | 190(19) 211(GEN) | 212(18,83) 213(18) |
|-------------------------|-------------------------|-------------------------|---------------------|-----------------------|

The summary of all NAVAREA XII messages in force as of 12 December 2002 is given in Section III of NM 52/02. Warnings issued during the subsequent quarters are issued in NM 13/03 and 26/03.

NAVAREA XII WARNINGS issued from 071100Z to 141200Z August 2003.

211/03(GEN).

1. NAVAREA XII MESSAGES IN FORCE 091000Z AUG 2003. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2003 SERIES: 190(19), 210(18).
2. THE SUMMARY OF ALL NAVAREA XII MESSAGES IN FORCE AS OF 12 DEC 2002 IS GIVEN IN SEC III OF NM 52/02.
WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/03 AND 26/03.
3. CANCEL NAVAREA XII 201/03.

(091020Z AUG 2003)

212/03(18,83). NORTH PACIFIC. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 1800Z TO 0001Z COMMENCING DAILY 15 THRU 19 AUG IN AREAS BOUND BY:
 - A. 34-45N 120-42W, 34-46N 120-42W,
34-52N 120-36W, 34-51N 120-36W.
 - B. 32-06N 123-42W, 32-24N 123-23W,
32-17N 123-14W, 31-59N 123-32W.
 - C. 15-27N 139-12W, 18-05N 137-09W,
17-35N 136-27W, 14-57N 138-31W.
2. CANCEL THIS MSG 200101Z AUG.

(111005Z AUG 2003)

213/03(18). EASTERN NORTH PACIFIC. MISSILES.

1. INTERMITTENT MISSILE FIRING OPERATIONS 0001Z TO 2359Z DAILY MONDAY THRU SUNDAY IN THE NAVAL AIR WARFARE CENTER SEA RANGE. THE MAJORITY OF MISSILE FIRINGS TAKE PLACE 1400Z TO 2359Z AND 0001Z TO 0200Z DAILY MONDAY THRU FRIDAY. THE SEA RANGE IS BOUND AS FOLLOWS:
 - A. 34-02N 119-04W. M. THENCE THREE NAUTICAL MILES FROM AND PARALLEL
 - B. 33-52N 119-06W. TO THE SHORELINE.
 - C. 33-29N 119-07W. N. 34-24N 120-30W.
 - D. 33-29N 118-37W. O. 34-08N 120-26W.
 - E. 33-20N 118-37W. P. 34-08N 119-40W.
 - F. 32-11N 120-16W. Q. 34-00N 119-40W.
 - G. 31-54N 121-35W. R. 34-06N 119-13W.
 - H. 35-09N 123-39W. S. 34-06N 119-11W.
 - I. 35-29N 123-00W. T. 34-07N 119-10W.
 - J. 35-04N 122-43W. U. 34-07N 119-07W.
 - K. 35-57N 121-32W. V. 34-04N 119-04W.
 - L. 34-59N 120-42W.
2. VESSELS MAY BE REQUESTED TO ALTER COURSE WITHIN THE ABOVE AREA DUE TO FIRING OPERATIONS AND ARE REQUESTED TO CONTACT PLEAD CONTROL ON 5081.5 KHZ (5080 KHZ) OR 3238.5 KHZ (3237 KHZ) SECONDARY OR 156.8 MHZ (CH 16) OR 127.55 MHZ BEFORE ENTERING THE ABOVE BOUNDARIES AND MAINTAIN CONTINUOUS GUARD WHILE WITHIN THE RANGE.
3. VESSELS INBOUND AND OUTBOUND FOR SOUTHERN CALIFORNIA PORTS WILL CREATE THE LEAST INTERFERENCE TO FIRING OPERATIONS DURING THE SPECIFIC PERIODS, AS WELL AS ENHANCE THE VESSEL'S SAFETY WHEN PASSING THROUGH THE VICINITY OF THE SEA RANGE. IF THEY WILL TRANSIT VIA THE SANTA BARBARA CHANNEL AND WITHIN NINE MILES OFFSHORE VICINITY OF POINT MUGU OR CROSS THE AREA SOUTHWEST OF SAN NICOLAS ISLAND BETWEEN SUNSET AND SUNRISE.
4. CANCEL NAVAREA XII 210/03.

(141020Z AUG 2003)

SECTION III

HYDROPACS

Messages in force 141200Z August 2003:

| | | | | | |
|-------------|------------|-----------|-------------|-------------|-------------|
| 2001 series | 197(71) | 895(62) | 1197(61,62) | 1297(95) | 1369(63) |
| 1647(GEN) | 207(62) | 940(71) | 1198(92) | 1300(61) | 1370(63) |
| 1976(62) | 445(96) | 960(63) | 1213(73) | 1302(94,95) | 1371(71,93) |
| 2002 series | 495(62) | 992(62) | 1220(62) | 1303(94,95) | 1372(GEN) |
| 146(62) | 496(62) | 993(62) | 1222(62) | 1304(94,95) | 1380(83) |
| 205(GEN) | 506(62) | 998(71) | 1226(83) | 1305(71) | 1381(63) |
| 206(GEN) | 515(73) | 1010(63) | 1227(74) | 1313(96) | 1382(96) |
| 352(73) | 525(73,74) | 1031(62) | 1230(97) | 1314(63) | 1384(63) |
| 403(72,73) | 570(62) | 1041(71) | 1235(81) | 1318(63) | 1386(74) |
| 637(75) | 638(62) | 1101(GEN) | 1248(63) | 1322(61) | 1387(23,29) |
| 1765(71) | 667(62) | 1106(61) | 1249(94) | 1324(19,97) | 1391(63) |
| 2191(22) | 743(62) | 1110(61) | 1258(81) | 1330(62) | 1394(93) |
| 2199(63) | 744(29) | 1135(96) | 1266(73) | 1333(81) | 1395(62) |
| 2330(62) | 760(63) | 1147(81) | 1267(73) | 1334(61) | 1396(63) |
| 2339(63) | 761(63) | 1167(83) | 1275(97) | 1339(83) | 1397(63) |
| 2402(22) | 777(62) | 1174(83) | 1287(72,92) | 1350(94) | 1398(74) |
| 2003 series | 787(73) | 1175(83) | 1293(97) | 1351(81) | 1399(22) |
| 100(29) | 801(72) | 1183(61) | 1295(95) | 1360(94) | |
| 167(95) | 880(63) | 1187(61) | 1296(94,95) | 1366(97) | |

The summary of all HYDROPACS in force as of 12 December 2002 is given in Section III of NM 52/02.
Warnings issued during the subsequent quarters are issued in NM 13/03 and 26/03.

HYDROPAC WARNINGS issued from 071100Z to 141200Z August 2003.

1363/03 thru 1365/03. CANCELED.

1366/03(97). NORTH PACIFIC.

DISTRESS SIGNAL RECEIVED ON 406 MHZ IN
39-49-04N 152-54-07E AND 41-17-31N 152-26-34E
AT 080914Z AUG. VESSELS IN VICINITY REQUESTED
TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.
REPORTS TO JAPAN COAST GUARD.

(081156Z AUG 2003)

1367/03 and 1368/03. CANCELED.

1369/03(63). INDIA-SOUTHWEST COAST. ROCKETS.

1. HAZARDOUS OPERATIONS 1330Z TO 1600Z DAILY 13 AND 14 AUG
WITHIN 75 MILES OF 08-31.9N 076-52.1E.
2. CANCEL THIS MSG 141700Z AUG.

(081328Z AUG 2003)

1370/03(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 0230Z TO 1230Z DAILY
14 AUG THRU 21 AUG IN AREA BETWEEN
15-13N 15-11N AND 073-57E 073-52E.
2. CANCEL THIS MSG 211330Z AUG.

(081343Z AUG 2003)

1371/03(71,93). SOUTH CHINA SEA.

1. PIPELAYING OPERATIONS IN PROGRESS UNTIL 21 DEC
VICINITY OF TRACKLINE BETWEEN
05-08.5N 104-47.3E AND 05-14.5N 104-40.3E.
2. CANCEL THIS MSG 22 DEC.

(090910Z AUG 2003)

1372/03(GEN).

1. HYDROPAC MESSAGES IN FORCE 091100Z AUG 2003. ONLY THOSE
MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2003 SERIES: 1134(71), 1135(96), 1147(81), 1167(83), 1174(83),
1175(83), 1183(61), 1187(61), 1197(61,62), 1198(92), 1213(73),
1220(62), 1222(62), 1226(83), 1227(74), 1230(97), 1235(81),
1248(63), 1249(94), 1258(81), 1266(73), 1267(73), 1275(97),
1287(72,92), 1293(97), 1295(95), 1296(94,95), 1297(95),
1300(61), 1301(61), 1302(94,95), 1303(94,95), 1304(94,95),
1305(71), 1313(96), 1314(63), 1318(63), 1322(61), 1324(19,97),
1330(62), 1331(22), 1333(81), 1334(61), 1339(83), 1346(23,29),
1350(94), 1351(81), 1358(94,95), 1360(94), 1361(96), 1366(97),
1368(63), 1369(63), 1370(63), 1371(71,93).

2. THE SUMMARY OF ALL HYDROPAC MESSAGES IN FORCE AS OF

SECTION III

12 DEC 2002 IS GIVEN IN SEC III OF NM 52/02. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/03 AND 26/03.

3. CANCEL HYDROPAC 1091/03, 1119/03, 1332/03.

(091120Z AUG 2003)

1373/03 thru 1379/03. CANCELED.

1380/03(83). NORTH PACIFIC. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 1800Z TO 0001Z COMMENCING DAILY 15 THRU 19 AUG IN AREA BOUND BY
13-46S 130-06W, 12-34S 129-55W,
12-37S 129-34W, 13-49S 129-45W.
2. CANCEL THIS MSG 200101Z AUG.

(111010Z AUG 2003)

1381/03(63). INDIA-WEST COAST.

HELICOPTER, 29 PERSONS ON BOARD, DITCHED IN
18-45.14N 072-18.00E. VESSELS IN VICINITY
REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST
IF POSSIBLE. REPORTS TO MRCC MUMBAI.

(111020Z AUG 2003)

1382/03(96). KAMCHATKA-EAST COAST. MISSILES.

1. HAZARDOUS OPERATIONS 2300Z TO 0300Z COMMENCING DAILY 14 AND 15 AUG IN AREA BOUND BY
52-30.0N 159-17.0E, 52-45.0N 159-17.0E,
52-45.0N 159-35.5E, 52-30.0N 159-35.5E.
2. CANCEL THIS MSG 160400Z AUG.

(111055Z AUG 2003)

1383/03. CANCELED.

1384/03(63). INDIA-EAST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 151030Z TO 151530Z AUG WITHIN
20 MILES OF 11-55.8N 079-49.6E.
2. CANCEL HYDROPAC 1301/03(61).
3. CANCEL HYDROPAC 1377/03(75), AID RESTORED.
4. CANCEL THIS MSG 151630Z AUG.

(111326Z AUG 2003)

1385/03. CANCELED.

1386/03(74). AUSTRALIA-SOUTHWEST COAST. ORDNANCE.

1. TORPEDO FIRING EXERCISES 141600Z TO 161600Z AUG
IN AREA BETWEEN 31-50S 32-00S AND 115-00E 115-20E.
2. CANCEL THIS MSG 161700Z AUG.

(120520Z AUG 2003)

1387/03(23,29). SOUTH ATLANTIC. ICE.

1. ICEBERGS REPORTED ON 11 AUG:
A. A-38A, 22 MILES BY 48 MILES IN 59-30S 046-18W.
B. A-38B, 22 MILES BY 25 MILES IN 57-42S 045-36W.
C. A-38D, TWO MILES BY TEN MILES IN 59-24S 045-12W.
D. A-43C, 24 MILES BY 41 MILES IN 57-42S 031-24W.
E. A-43I, TWO MILES BY 12 MILES IN 59-12S 035-48W.
F. A-48, NINE MILES BY TEN MILES IN 59-42S 046-42W.
G. A-50, ONE MILE BY TEN MILES IN 59-00S 050-30W.
2. CANCEL THIS MSG 19 AUG.

(120955Z AUG 2003)

1388/03 thru 1390/03. CANCELED.

1391/03(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 0230Z TO 1130Z DAILY 15 THRU 21 AUG
WITHIN 25 MILES OF 14-01.0N 074-19.6E.
2. CANCEL THIS MSG 211230Z AUG.

(121425Z AUG 2003)

1392/03 and 1393/03. CANCELED.

1394/03(93). GULF OF THAILAND.

1. SEISMIC SURVEY IN PROGRESS UNTIL 05 OCT
BY M/V GECO EMERALD TOWING SIX 2.5 MILE
LONG CABLES IN AREA BETWEEN
09-40N 10-04N AND 101-41E 102-30E.
2. CANCEL HYDROPAC 1134/03(71).
3. CANCEL THIS MSG 06 OCT.

(130055Z AUG 2003)

SECTION III

NM 35/03

1395/03(62). PERSIAN GULF.

1. THE COALITION LEADERSHIP HAS NOTED THE WIDESPREAD SMUGGLING OF IRAQI OIL VIA THE NORTHERN PERSIAN GULF, AND HAS DIRECTED ACTION TO END IT. COALITION NAVAL FORCES HAVE INTENSIFIED INTERCEPTION OPERATIONS AGAINST SHIPS SMUGGLING THE ILLEGAL OIL, IN CONJUNCTION WITH ENFORCEMENT ACTIONS BY IRAQI OFFICIALS AND COALITION FORCES IN IRAQ. PROCEDURES ARE BEING ESTABLISHED FOR DETENTION AND POSSIBLE CONFISCATION OF THE SHIPS AND FOR LEGAL ACTION AGAINST THE PARTICIPANTS.
2. ONLY OIL LEGALLY PURCHASED FROM THE IRAQI GOVERNMENT'S STATE OIL MARKETING ORGANIZATION (SOMO) IS AUTHORIZED FOR EXPORT. CURRENTLY AND FOR THE NEAR FUTURE, THIS INCLUDES ONLY THE FOLLOWING TWO CATEGORIES:
 - A. CRUDE OIL ONLOADED AT THE OFFSHORE MINA AL-BAKR OIL TERMINAL, PURCHASED UNDER VALID SOMO CONTRACT.
 - B. REFINED OIL ONLOADED AT KHOR AZ ZUBAYR TERMINAL IN KHOR AZ ZUBAYR PORT, PURCHASED UNDER VALID SOMO CONTRACT.
3. ANY OIL THAT DOES NOT FALL WITHIN THE ABOVE TWO CATEGORIES IS STOLEN GOVERNMENT PROPERTY AND THEREFORE NOT AUTHORIZED FOR SALE OR TRANSPORT. THIS INCLUDES THE FOLLOWING CATEGORIES:
 - A. ALL IRAQI OIL, INCLUDING BOTH FUEL OIL AND GASOIL (DIESEL), SOLD AS FUEL FOR SHIP BUNKERS. SOMO HAS NOT AUTHORIZED THE SALE OF ANY SHIP BUNKERS, ANYWHERE IN IRAQ.
 - B. ANY IRAQI OIL CURRENTLY BEING SOLD IN ABU FLUS PORT OR AT ANY OTHER LOCATION ALONG THE SHATT AL-ARAB WATERWAY.
4. THE COALITION LEADERSHIP IS COMMITTED TO RESTORING ECONOMIC STABILITY IN IRAQ, WHICH INCLUDES CONTROLLING THE THEFT AND SMUGGLING OF OIL THAT RIGHTFULLY BELONGS TO THE IRAQI PEOPLE. ANY SHIP TRANSPORTING ILLEGAL IRAQI OIL IS SUBJECT TO SEIZURE AND DETENTION BY COALITION NAVAL FORCES. FURTHER, THE VESSEL MAY BE SUBJECT TO FORFEITURE IN ACCORDANCE WITH IRAQI LAW.
5. SHIP OWNERS AND OPERATORS PARTICIPATING IN THE ILLEGAL ACTIVITY ARE ADVISED OF COORDINATED COALITION EFFORTS AND WARNED OF THE SEVERE CONSEQUENCES.

(131150Z AUG 2003)

1396/03(63). ANDAMAN ISLANDS.

CHART 63380 (1ST ED).

RUTLAND ISLAND LIGHT 11-20.6N 092-37.2E UNLIT.

(131300Z AUG 2003)

1397/03(63). BAY OF BENGAL.

1. DERELICT M/V YU JIA ADRIFT VICINITY 15-51.4N 092-55.0E AT 121130Z AUG. REPORTS TO MRCC PORT BLAIR, INMARSAT-C: 4419 08010, PHONE: 319 223 2681, FAX: 319 223 5612.
2. CANCEL THIS MSG 20 AUG.

(131400Z AUG 2003)

1398/03(74). AUSTRALIA-NORTHWEST COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE BY M/V WESTERN MONARCH TOWING TEN THREE MILE LONG CABLES IN AREA BETWEEN 19-00S 20-15S AND 115-00E 117-00E. WIDE BERTH REQUESTED.
2. CANCEL HYDROPAC 1389/03.

(131600Z AUG 2003)

1399/03(22). CHILE, GUNNERY.

1. GUNNERY EXERCISES 2200Z TO 0330Z COMMENCING DAILY 18 AND 19 AUG IN AREA BETWEEN 21-10S 21-30S AND 070-31W 070-20W.
2. CANCEL THIS MSG 200430Z AUG.

(132310Z AUG 2003)

MARAD ADVISORIES

MARAD ADVISORIES rapidly disseminate information on government policy, danger and safety issues pertaining to vessel operations and other timely maritime matters. They are periodically issued by the U.S. Maritime Administration (MARAD) to vessel masters, operators, and other U.S. maritime interests.

The text of all in-force MARAD ADVISORIES may be obtained by accessing the NIMA Maritime Safety Information website (http://164.214.12.145/warn/warn_j_query.html), by referring to Section I (paragraph 50) of US Notice to Mariners 1/03 for those in-force as of 19 December 2002, or by contacting the Maritime Administration Office of Ship Operations, Code MAR-613, Room

SECTION III

2123, 400 Seventh Street S.W., Washington DC 20590, Telephone (202) 366-5735, FAX (202) 366-3954, TLX II 710-822-9426
(MARAD DOT WSH).

MARAD ADVISORIES in force 14 August 2003: 00-7, 01-1, 01-7, 02-2, 02-5, 02-7 and 03-4.

SPECIAL WARNINGS

SPECIAL WARNINGS, primarily intended to announce official government proclamations affecting shipping, are broadcast as needed. They are numbered consecutively and further promulgated in the Notice to Mariners.

The text of all in-force SPECIAL WARNINGS may be obtained by accessing the NIMA Maritime Safety Information website (http://164.214.12.145/warn/warn_j_query.html) or by referring to Section I (paragraph 7) of US Notice to Mariners 1/03 for those in-force as of 19 December 2002 and in Notice to Mariners 14/03.

SPECIAL WARNINGS in force 14 August 2003: 1, 29, 77, 81, 82, 89, 92, 95, 107, 108, 111, 113, 114, 115, 116, 117, 118, 119, 120 and 121.

MARINE INFORMATION**DISCONTINUANCE OF 121.5 AND 243 MHZ FOR SATELLITE DISTRESS ALERTS**

The Cospas-Sarsat Program has announced plans to terminate satellite processing of distress signals from 121.5 and 243 MHz emergency beacons on February 1, 2009. Users of the system will have to switch to emergency beacons operating at 406 MHz, which are more reliable and provide search and rescue agencies complete information that they need to do their job, in order to be detected by satellites.

Reasons for the Cospas-Sarsat program to discontinue use is driven by guidance from the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO). These two agencies are responsible for regulating the safety of ships and aircraft on international transits and handle international standards for maritime and aeronautical search and rescue missions. In addition, 121.5 MHz false alerts inundate search and rescue resources which impact the effectiveness of lifesaving services.

Individuals who plan on buying a new distress beacon may wish to take the Cospas-Sarsat decision into account.

MARINE INFORMATION REPORT AND SUGGESTION SHEET INSTRUCTIONS

We value your suggestions to improve our products. The Marine Information Report and Suggestion Sheet is provided for users to submit corrective information. Please be complete and accurate in your description/suggestion and include the information as detailed below:

Observer: name(s) of person(s) making observation and rank, rate or title.

Ship/Organization: name of vessel or organization.

Address: complete mailing address. Also include telephone number, fax, and/or e-mail address, if available, in case clarification is required.

Date of Observation: day, month and year at which the observation was made.

Time of Observation: local time at which the observation was made.

Latitude/Longitude: exact position of the observation expressed as accurately as possible.

Datum: horizontal datum to which the observed position is referred (e.g. WGS, NAD83, local foreign datum, etc.).

Navigation System: method used to determine the position of the observation (e.g. radar, GPS, Loran, etc.).

Include details about the equipment used, if deemed pertinent.

Verified by Navigator: indicate whether observation was verified by navigator.

Product(s) Affected: product number(s) and/or name(s) to which the observation applies (e.g. Chart 62400, Sailing Directions Pub. 127, etc.).

Edition: edition number and/or year of affected product.

Latest correction applied: the latest Notice to Mariners to which your copy of affected product has been corrected.

Sounding sensor or method used: equipment or method used to collect soundings. When reporting soundings, please provide an annotated echogram, if available, for verification.

Soundings corrected for draft: indicate whether soundings have been corrected for vessel's draft. If not, please include observed draft along with the details of information reported.

Details of Information Reported: use this space to provide details of the observation/suggestion. When referring to a charted feature, please describe it exactly as it appears on the chart. When referring to a publication, please indicate page number(s) and line number(s) or station number(s) as applicable. Use additional sheets as necessary and include diagrams, photocopies of the product(s) involved and/or photographs to describe observations in greater detail. If possible, include the designation, point of contact, telephone number, fax number and/or e-mail address of the local port authority to enable NIMA to update our records and obtain additional or later information.

User Feedback: use this space to provide feedback and suggestions for improving NIMA's products and services.

Please detach, fold and mail the pre-addressed form and include any other relevant material or supporting information.

Reports which present an immediate hazard to navigation should be sent to the nearest NAVAREA Coordinator via coast radio stations. In general, these hazards would include major aids to navigation anomalies, discovery of obstructions or shoals with depths of less than 30 meters, floating dangers to shipping, and any situation deemed critical to safety of life at sea. For further information consult Notice to Mariners No. 1, paragraph 44 (Worldwide Navigational Warnings Service).

Due to the large volume of information received, NIMA cannot acknowledge receipt of every report. Some reports containing useful data are filed for use in the compilation of the next edition of the affected product. Others confirm or clarify previously reported information. Echogram traces are digitized and become part of NIMA's Bathymetric Data Base. Acknowledgment is made by inclusion in the Observer's List of the Notice to Mariners (page ii), or in some cases by letter from the Agency involved.

For additional information about various Hydrographic Reports, consult The American Practical Navigator (Chapter 30).

MARINE INFORMATION REPORT AND SUGGESTION SHEET

Observer _____ Ship/Organization _____

Address _____

Email address _____

Date of Observation _____ Time of Observation (Local) _____

Latitude _____ Longitude _____ Datum _____

Navigation System _____ Verified by Navigator: Yes _____ No _____

Product(s) Affected _____ Edition _____

Latest correction applied: N.M. _____

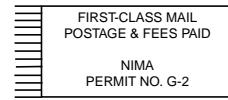
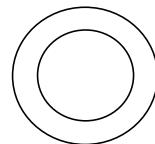
Sounding sensor or method used _____ Sounding(s) corrected for draft: Yes _____ No _____

Details of Information Reported (continue on additional sheets as necessary) _____

User Feedback (continue on additional sheets as necessary)



**MARITIME SAFETY INFORMATION DIVISION
ST D44
NATIONAL IMAGERY AND MAPPING AGENCY
4600 SANGAMORE ROAD
BETHESDA MD 20816-5003**



ARCTIC MARITIME SAFETY INFORMATION REPORT SHEET

Observer _____

Ship/Organization _____

Phone _____ Email Address_____

Describe Hazard (e.g. dredge, buoy, current meter, operations): _____

Depth water column is occupied (e.g. "bottom to surface", "surface to 500m"): _____

Date of Insertion _____ Date of Removal _____

If observed, Date _____ Time (Local) _____

Latitude _____ Longitude _____ Datum _____

Navigation System _____ Verified by Navigator: Yes _____ No _____

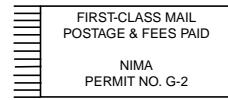
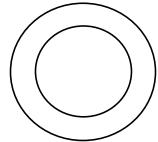
Sounding sensor or method used _____

Sounding(s) corrected for draft: Yes _____ No _____

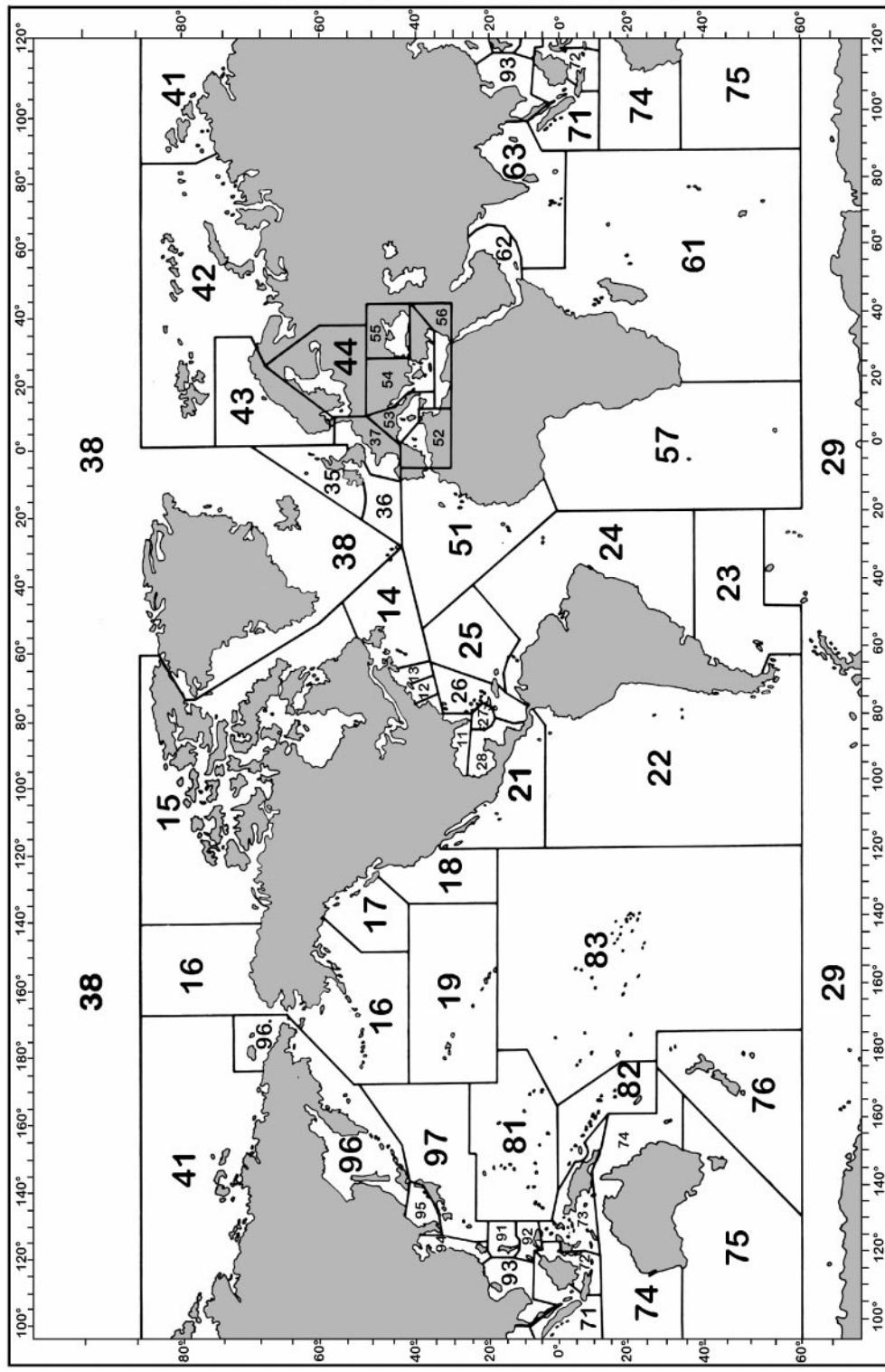
Details of Information Reported (continue on additional sheets as necessary): _____



**MARITIME SAFETY INFORMATION DIVISION
ST D44
NATIONAL IMAGERY AND MAPPING AGENCY
4600 SANGAMORE ROAD
BETHESDA MD 20816-5003**



GEOGRAPHIC LOCATOR



For chart numbering purposes, the world is divided into nine regions, each corresponding to the geographic limits of one of the nine regions in the NIMA Catalog of Maps, Charts, and Related Products, Part 2-Hydrographic Products, Volume 1. Each Region is further subdivided into the numbered Subregions in the above graphic. The first two digits of all five-digit chart numbers indicate the geographic subregion to which the chart pertains. Users can locate corrections in this Notice for charts of their immediate interest by determining the two-digit Sub-region number of the pertinent geographic area, and then turning to the page or pages that list the chart numbers beginning with those two digits.